INITIAL STUDY & MITIGATED NEGATIVE DECLARATION
CUP NO.733 AMENDMENT
UNIVERSAL WASTE SYSTEMS, INC.
9016 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

REPORT PREPARED BY:

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JUNE 26, 2023
SFSP 078

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Amendment to CUP No. 733 - Universal Waste Systems, Inc., Material Recovery Facility and Transfer Station.

APPLICANT: David Fahrion, Universal Waste Systems, Inc. 9016 Norwalk Boulevard, Santa Fe Springs, California 90670.

SITE ADDRESS: 9016 Norwalk Boulevard, Santa Fe Springs, California, 90670.

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

DESCRIPTION: The attached Initial Study evaluates the environmental impacts associated with the continued operation of a new Material Recovery Facility (MRF) and Transfer Station (TS) in the City of Santa Fe Springs. The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain an Amendment to Conditional Use Permit (CUP) 733 to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD. In addition, an existing building would be modified to accommodate new equipment required to process and recycle organic waste pursuant to SB 1383. Finally, the CUP) modification would allow the facility's hours of operation to be changed. The project includes the following elements:

- *Building B*. This existing building consists of 10,606 square feet of floor area. Approximately 8,000 square feet of floor area would be used for the storage of organic waste processing equipment while approximately 3,000 square feet of floor area would continue to be used for bale storage.

- *Parking*. A Parking Modification is also being requested by the Applicant. The parking layout would change and the number of spaces would decrease from 104 parking stalls to 54 stalls. This modification is due to a portion of the adjacent railroad right-of-way being leased in late 2017, making the facility operator revise onsite circulation patterns which rendered some parking spaces unusable. A total of 54 parking spaces will also be provided, a reduction from the previous CUP approval of 104 parking spaces.

- *Railroad Property Addition*. Add approximately 22,800 square feet of lease railroad property to the 3.81 – acre site for use as parking, the installation of trash compactors and circulation of solid waste vehicles.

- The permitted capacity being requested by the Applicant is to expand the existing solid waste transfer and processing facility from 1,500 tons per day to 2,500 tons per day.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse impacts with the implementation of the appropriate mitigation measures. For this reason, the City of Santa Fe Springs determined that a *Mitigated Negative Declaration* is the appropriate

CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature _____ Date _____

City of Santa Fe Springs Planning Department

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Section 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with a request by Universal Waste Systems, Inc. (UWS), to obtain a Modification to Conditional Use Permit (CUP) 733. The proposed Modification if approved, would permit the following: 1. an increase of the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD; 2. the addition of organic waste processing equipment in Building "B" to accommodate new equipment that would be required to process and recycle organic waste pursuant to SB 1383; 3 a revision of the facility's hours of operation; and 4. A revision of the parking layout to decrease parking from 104 to 54 spaces.

In September 2016, Governor Edmund Brown Jr. set methane emissions reduction targets for California (SB 1383) in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP). Under SB 1383 landfill disposal of organic waste must be reduced by 75% by the year 2025. Jurisdictions throughout California have been adopting organic waste collection and processing ordinances and amending waste collection contracts to meet the 75% organics reduction requirement. The responsibility for ultimately meeting that 75% diversion requirement falls on companies like Universal Waste Systems, Inc. (UWS) and projects like the one proposed.[1]

To comply with the aforementioned legislative requirements, the UWS facility will add organic waste processing equipment to approximately 8,000 square feet of Building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard. The proposed project, if approved, will continue to provide a full range of solid waste processing and recycling activities within the project site.[2] The City of Santa Fe Springs is the designated Lead Agency for the proposed project and will be responsible for the proposed CUP Amendment's environmental review. The proposed CUP Amendment is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.

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

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) for a project;

- To facilitate the project's environmental assessment early in the design and development of the proposed project;

[1] UWS Modified CUP Request
[2] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any impacts associated the proposed project

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Questions and/or comments should be submitted to the following individual:

Wayne Morrell, Director of Planning
City of Santa Fe Springs Planning and Development Department
11710 Telegraph Road
Santa Fe Springs, California 90670

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this IS:

- *Section 1 - Introduction,* provides the procedural context surrounding this IS/MND's preparation and insight into its composition.

- *Section 2 - Project Description,* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

- *Section 3 - Environmental Analysis,* includes an analysis of potential impacts associated with the construction and the operation of the proposed project.

- *Section 4 - Conclusions,* summarizes the findings of the analysis.

- *Section 5 - References,* identifies the sources used in the preparation of this IS/MND.

SECTION 2 – PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study evaluates the environmental impacts associated with a request by Universal Waste Systems, Inc. (UWS), to obtain a Modification to Conditional Use Permit (CUP) 733. The proposed Modification if approved, would permit the following: 1. An increase of the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD; 2. The addition of organic waste processing equipment in Building "B" to accommodate new equipment that would be required to process and recycle organic waste pursuant to SB 1383; 3. A revision of the facility's hours of operation; and 4. A revision of the parking layout to decrease parking from 104 to 54 spaces. The facility is currently open to the public from 7:00 AM to 7:00 PM, Monday through Saturday with operations within the facility conducted from 6:00 AM to 10:00 PM, Monday through Saturday. Under the CUP amendment, the facility would be open to public from 5:00 AM to 7:00 PM Monday through Sunday with operations in the facility conducted from 5:00 AM to 10:00 PM, Monday through Saturday. The existing UWS facility is located at 9016 Norwalk Boulevard, Santa Fe Springs, California 90670.[3]

2.2 PROJECT LOCATION

All of the proposed improvements that would be added as part of the proposed Amendment to CUP 733 would be located within the site boundaries of the existing UWS facility. The UWS facility is located in the northern portion of the City of Santa Fe Springs along the east side of Norwalk Boulevard. Santa Fe Springs is located in southeastern Los Angeles County, approximately eight miles southeast of downtown City of Los Angeles. The City of Santa Fe Springs is bounded by the cities of La Mirada and Norwalk on the south, Downey on the west, an unincorporated Los Angeles County area referred to a West Whittier on the north, and the City of Whittier on the east. Major physiographic features within the surrounding area include the San Gabriel River, located approximately 1.9 miles to the west; the Montebello Hills, located approximately 6.0 miles to the north; the Puente Hills, located approximately 9.0 miles to the northeast; and, the San Gabriel Mountains, located approximately 14.5 miles to the north.[4] Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (Interstate 5 or I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway extends along the city's western and southern portions in a northwest-southeast orientation and the I-605 Freeway extends along the city's western side in a southwest-northeast orientation.[5] The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

As indicated previously, all of the proposed improvements that would be added as part of the proposed Amendment to CUP 735 would be located within the site boundaries of the existing UWS facility. The UWS facility (the 3.81-acre site) is located in the northern portion of the City within an established industrial district located along the east side of Norwalk Boulevard. The project site is comprised of a single parcel totaling approximately 3.81 acres. The legal address for the UWS facility that is the subject of the CUP Amendment is 9016 Norwalk Boulevard. The assessor's parcel numbers (APNs) that are applicable to the site include 8168-001-044 and 8168-001-815. A local map is provided in Exhibit 2-3. An aerial photograph of the project site is provided in Exhibit 2-4.

[3] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[4] Google Maps. Website Accessed September 2, 2022.
[5] Ibid.

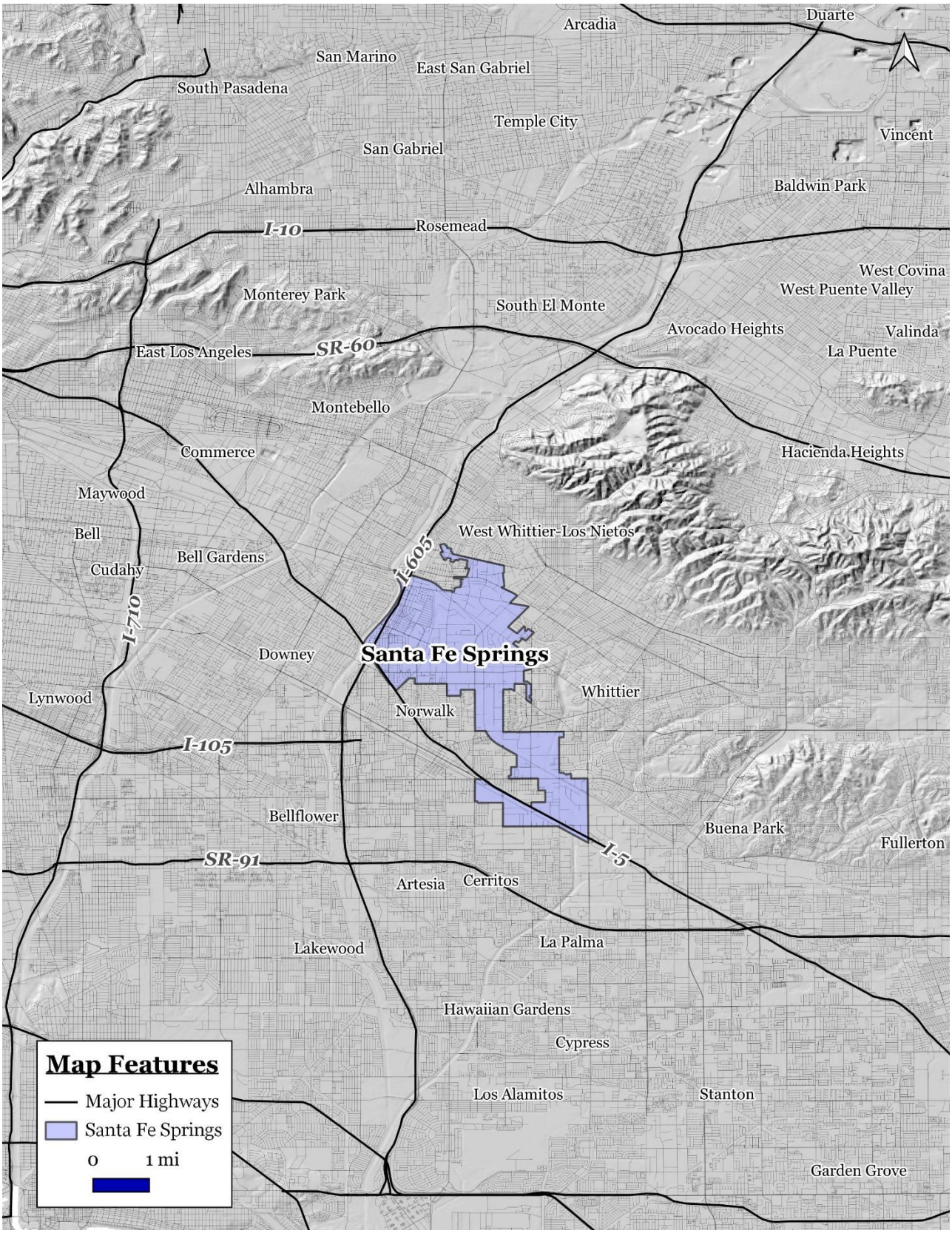


EXHIBIT 2-1 REGIONAL LOCATION

SOURCE: QUANTUM GIS

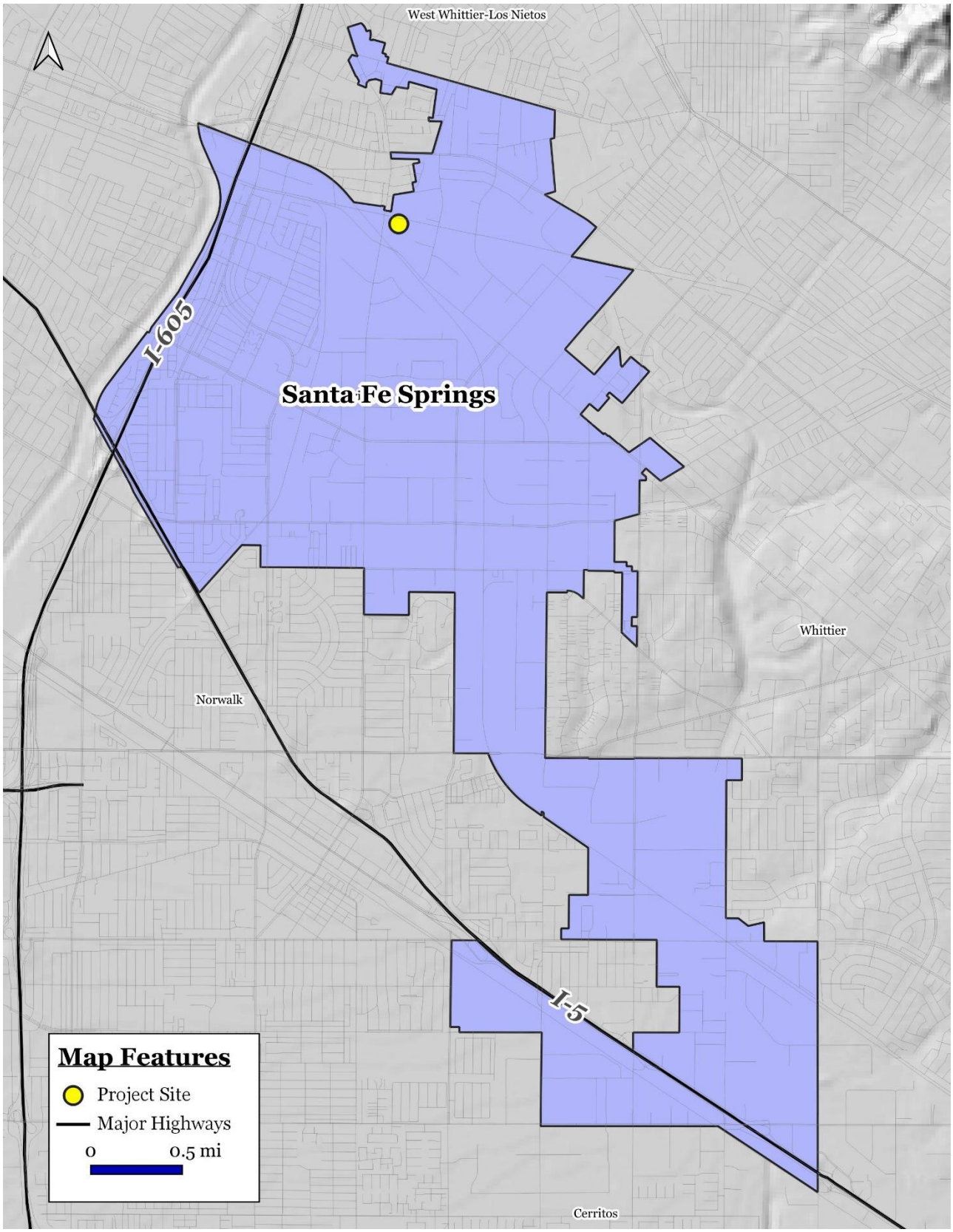


EXHIBIT 2-2 CITYWIDE MAP
SOURCE: QUANTUM GIS

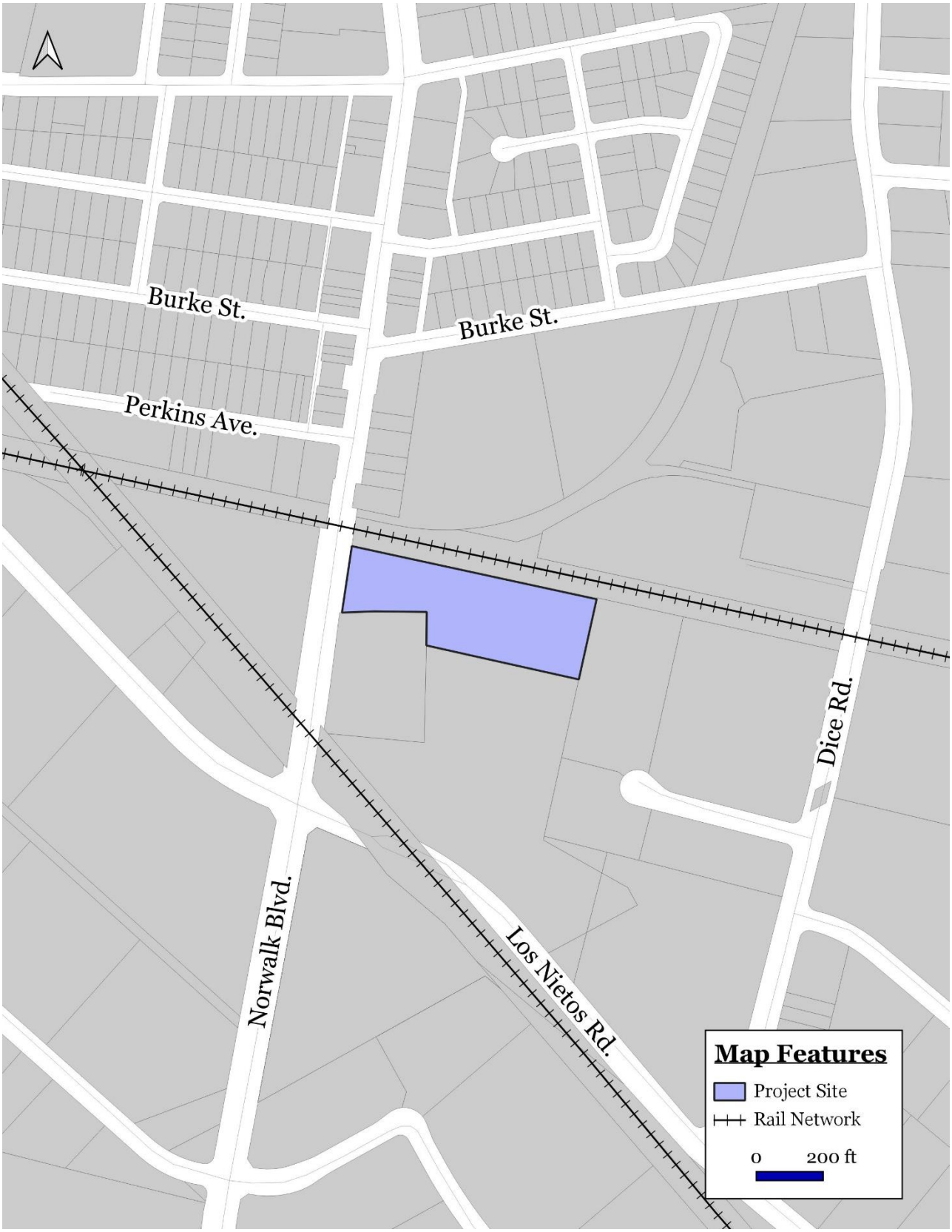


EXHIBIT 2-3 LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The existing UWS facility is located in the midst of an industrial district located in the northern portion of the City of Santa Fe Springs. Industrial development abuts the site on the east, south, and north sides. A railroad Right-Of-Way (ROW) extends along the site's northern side and industrial uses are located adjacent to the project site on the south and east side. Norwalk Boulevard extends along the site's west side. Industrial uses are located further west, along the west side of Norwalk Boulevard. Smaller commercial and industrial uses are located northwest of the project site, along both sides of Norwalk Boulevard.

The nearest residential neighborhoods are located approximately 400 feet northwest (north of Perkins Avenue) and 600 feet to the north (north of Burke Street). The General Plan Designation that is applicable to the project site is *Industrial*. The project site is Zoned *M2 (Heavy Manufacturing)*. UWS has been providing solid waste collection, transfer, and recycling services to cities and unincorporated areas in Los Angeles County since 1986. UWS has operated facilities in Pomona, Santa Fe Springs, and the City of Los Angeles. UWS is contracted to provide solid waste, recycling, and green waste service to over 15,000 single-family homes and provides multi-family recycling to over 60,000 units per week. The project site is presently being used as the UWS corporate office. The entire site is paved or covered over in buildings except for several smaller landscaped areas located along the Norwalk Boulevard frontage and near the front (west-facing) elevation of the office.[6] The following four existing buildings are located within the project site:

- *Building A*. This existing building provides a total of 5,693 square feet of office space (including the mezzanine) and the remaining 28,097 square feet of floor area has been improved to accommodate the MRF.
- *Building B*. This existing building, consisting of 10,606 square feet of floor area, will be used for the storage of the new organic waste processing equipment. Approximately 8,000 square feet will be devoted to the processing of organic waste while approximately 3,000 square feet of floor area will remain devoted to bale storage.
- *Building C*. This building is an existing building located in the eastern portion of the property. This building has a total floor area of 20,100 square feet and is being used for the transfer of municipal solid waste (MSW), green waste, and construction and demolition debris. Under the current CUP, municipal solid waste (MSW), construction and demolition (C&D) material, and green waste are tipped inside building "C" and placed in separate piles. MSW is consolidated into transfer trucks and taken to permitted chipping and grinding or compost facilities for further processing and beneficial uses. Under the proposed project MSW, C&D material and green waste will continue to be tipped inside building "C", along with the new organic waste streams resulting from implementation of SB 1383 that is referred to as source separated organic (SSO) and mixed organic (MO) waste. The SSO and MO waste, depending on the percentage of organic material, will be screened with an electric disk screen in the transfer building and then moved into building "B" by loader for processing through an organics extraction system.
- *Building D*. This building is an existing two-level office building with a total of 5,377 square feet of office floor area.

[6] Blodgett Baylosis Environmental Planning. Site Survey (The site was visited numerous times between September and December of 2012 and again in September 2022.).



EXHIBIT 2-4 AERIAL PHOTOGRAPH

SOURCE: GOOGLE EARTH

Access to the project site will continue to be provided by two existing curb cuts located on the east side of Norwalk Boulevard. The southernmost driveway will continue to provide ingress and egress for the truck and self-haul vehicles while the northern driveway will serve the parking area in front of the main office. The southern driveway will continue to accommodate trucks entering and exiting the facility. Landscaping, consisting of approximately 6,510 square feet, is provided along the site's frontage and in front of the main office (facing west towards Norwalk Boulevard). A total of 54 parking spaces will also be provided. This is a modification from the previous 104 parking spaces and is due to a portion of the adjacent railroad right-of-way being leased in late 2017, making the facility operator revise onsite circulation patterns which rendered some parking spaces unusable. A parking modification is being requested by the project Applicant.

2.4 PROJECT DESCRIPTION

2.4.1 OVERVIEW

This Initial Study evaluates the environmental impacts associated with a request by Universal Waste Systems, Inc. (UWS), to obtain a Modification to CUP 733. The proposed Modification if approved, would permit the following: 1. An increase of the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD; 2. The addition of organic waste processing equipment in Building "B" to accommodate new equipment that would be required to process and recycle organic waste pursuant to SB 1383; 3 A revision of the facility's hours of operation; and 4. A revision of the parking layout to decrease parking from 104 to 54 spaces.[7] The proposed site plan is shown in Exhibit 2-5.

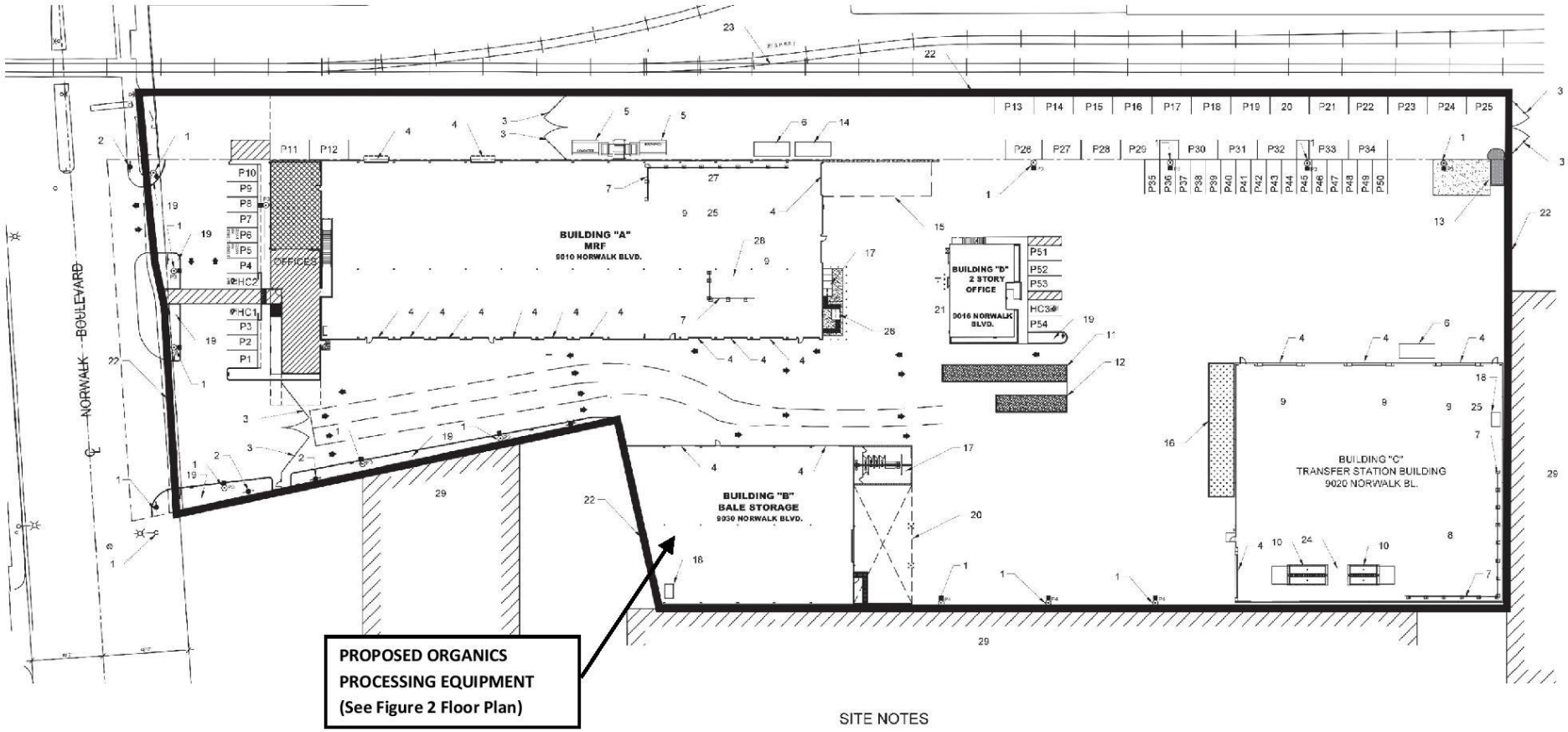
2.4.2 PROJECT BACKGROUND

In September 2016, Governor Edmund Brown Jr. set methane emissions reduction targets for California (SB 1383) in a statewide effort to reduce emissions of short-lived climate pollutants). Under SB 1383 landfill disposal of organic waste must be reduced by 75% by the year 2025. As a result, local governments in California began adopting organic waste collection and processing ordinances and Amending waste collection contracts to comply with the 75% organics reduction requirement. The responsibility for ultimately meeting the 75% diversion requirement ultimately rests on companies like Universal Waste System, Inc. and projects like the one being proposed.[8]

2.4.3 PROJECT CHARACTERISTICS

Under the current approved CUP, municipal solid waste (MSW), construction and demolition (C&D) material and green waste are *tipped* inside Building "C" the transfer building in separate piles. The MSW is then consolidated into transfer trucks and taken to permitted chipping and grinding or compost facilities for further processing. *Under the proposed project* MSW, C&D material and green waste will continue to be tipped inside Building "C", along with the new organic waste streams resulting from implementation of SB 1383 that is referred to as source separated organics (SSO) and mixed organic (MO) waste.

[7] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[8] Ibid.



SITE NOTES

1. Overhead Light
2. Utility Pole
3. Gate
4. Roll-Up Door
5. Trash Compactor
6. Fire Rover
7. Push Wall
8. MSW Pile
9. Tipping Area
10. Axle Scale
11. 70-Foot Scale
12. 40-Foot Scale
13. CNG Fueling Station
14. Maintenance Supplies Box
15. MRF Access Driveway
16. Storm Water Bio-Filter
17. Electrical Panels
18. Hazmat Locker/Spill Kit
19. Landscape Area
20. Covered Loading Dock
21. Canopy Covered Break Room
22. SWFP Boundary
23. Railroad Tracks
24. Transfer Truck Loadout
25. Load Check Area
26. Electrical Transformer
27. MRF Pile #1
28. MRF Pile #2
29. Adjacent Building (NAP)

P - Parking Space
HC - Accessible Parking Space

EXHIBIT 2-5 SITE PLAN

SOURCE: UWS

The SSO and MO waste, depending on the percentage of organic material will be screened with an electric disk screen in the transfer building and then moved into building "B" by loader for processing through an organics extraction system.[9]

In Building "B", the organic waste will be loaded onto an infeed conveyor that will feed an additional screen on the OREX prior to the organic material being delivered to a hydraulic press which generates a clean, organic fraction suitable for digestion in an Anaerobic Digestion facility. Reject material will be temporarily stored in Building "B" and subsequently taken to Building "C" where it will be combined with MSW, loaded into transfer trucks and hauled to the landfill for disposal. The organic fraction will be loaded into end-dump trucks that will back into Building "B" using an auger feed and taken to a permitted facilities such as anaerobic digestion facilities for processing and conversion to beneficial products such as renewable natural gas and/ or compost. As with all MSW, green waste and mixed waste currently processed at the facility, all organic material tipped at the facility will comply with the 48-hour processing and removal requirements set forth under Chapter 14 of the California Code of Regulations.

Access to the project site will continue to be provided by two existing curb cuts located on the east side of Norwalk Boulevard. The southernmost driveway will continue to provide ingress and egress for the truck and self-haul vehicles while the northern driveway will serve the parking area in front of the main office. The southern driveway will continue to accommodate trucks entering and exiting the facility. The proposed Modification if approved, would also permit the revision of the parking layout to decrease parking from 104 to 54 spaces.[10]

2.4.4 FACILITY'S HOURS OF OPERATION

The facility is currently open to the public from 7:00 AM to 7:00 PM, Monday through Saturday with operations within the facility conducted from 6:00 AM to 10:00 PM, Monday through Saturday. Under the CUP amendment, the facility would be open to public from 5:00 AM to 7:00 PM Monday through Sunday with operations in the facility conducted from 5:00 AM to 10:00 PM, Monday through Saturday.

2.4.5 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The modifications to an existing building (Building B) will require limited improvements along with the installation of the new equipment. The modification will involve approximately 8,000 square feet of floor area. This phase will take approximately 3 months to complete.

2.5 DISCRETIONARY ACTIONS

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

- The approval of a Parking Modification from 104 to 54 parking spaces;

[9] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[10] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

- The approval of the CUP Amendment;
- The approval of the Mitigated Negative Declaration (MND); and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).



SECTION 3 – ENVIRONMENTAL ANALYSIS

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

Aesthetics (Section 3.1);
Agricultural & Forestry (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6);
Geology & Soils (Section 3.7);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology & Water Quality (Section 3.10);
Land Use & Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14);
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the IS Checklist format used by the City of Santa Fe Springs in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this IS preparation. To each question, there are four possible responses:

- *No Impact*. The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Santa Fe Springs or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This IS/MND will assist the city in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			✖	
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✖
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✖	
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard. The dominant scenic views in the area include the views of the Puente Hills located to the north of the City and the San Gabriel Mountains located further north. Industrial and distribution land uses about the project site on the north, south, and east sides. The project site is located within an industrial area and is surrounded on all sides by manufacturing and warehouse activities. Norwalk Boulevard extends along the site's west side and a railroad spur extends along the site's north side. There are no designated or protected scenic vistas or resources present in the vicinity of the project site. Primary views in the area include the Puente Hills, located approximately three miles to the northeast, the Coyote Hills located approximately 6.5 miles to the southeast, and the San Gabriel Mountains located approximately 15 miles to the north. The proposed project will not impact these views or any designated scenic highway. *As a result, the impacts are less than significant.*[11]

[11] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted July 15, 2022

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

The project site and the surrounding area are developed with no natural landforms or features remaining. The Santa Fe Springs General Plan does not include any designated scenic corridors. In addition, there are no designated State or County designated scenic highways in the vicinity of the project site. Finally, there are no historically significant buildings within the site that could be affected by the proposed use. As a result, no impacts on scenic resources will result from the proposed project's implementation. *As a result, no impacts will occur.*

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● Less than Significant Impact.*

The implementation of the proposed project will not result in any degradation of the site and surrounding areas. The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. The project will not conflict with applicable zoning and other regulations governing scenic quality. *As a result, the impacts will be less than significant.*

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

There are no light sensitive land uses located adjacent to the project site. The nearest residential uses, which are considered to be light sensitive, are located to the northwest of the project site approximately 400 feet away. These residences are separated from the site by both Norwalk Boulevard and the businesses that extend along the west side of Norwalk Boulevard. The project site is not visible from these homes. *As a result, the impacts will be less than significant.*

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required to address the proposed project.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✖
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building (Building B) will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard.[12] According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[13] As a result, the proposed project's implementation will not impact any protected farmland soils. *As a result, no impacts will occur.*

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

[12] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[13] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*.

The project site is currently zoned as M-2 (*Heavy Manufacturing*), which permits any principal permitted use within the M-1, M-2, and M-L zone. According to the City's zoning code, agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacturers of fertilizer, are listed as a *permitted use* within the M-1 zone.[14] No loss in land zoned for/or permitting agricultural uses will occur. Furthermore, the property is not being used for oil extraction and there are no agricultural uses located within the site that would be affected by the project's implementation. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[15] *As a result, no impacts will occur.*

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ● No Impact.*

The UWS facility is located in the midst of a larger urban area and no forest lands are located within the City. The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not provide for any forest land preservation.[16] *As a result, no impacts will occur.*

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

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

E. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.*

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

MITIGATION MEASURES

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

[14] City of Santa Fe Springs Municipal Code. Title XV, Land Usage. Chapter 155, Code 155.211 Principal Permitted Uses.
[15] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf
[16] City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.211 Principal Permitted Uses.

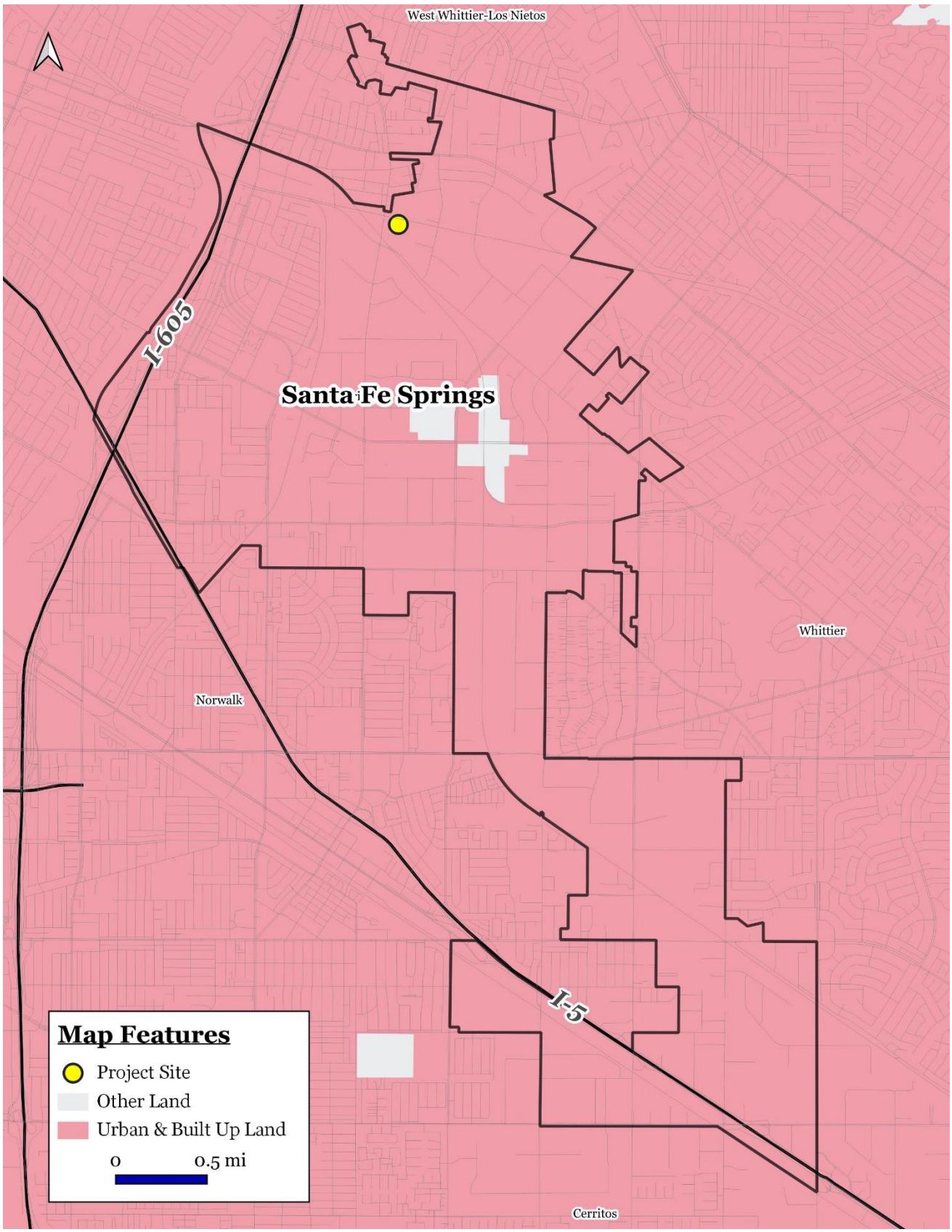


EXHIBIT 3-1 AGRICULTURE MAP

SOURCE: CA DEPARTMENT OF CONSERVATION

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				✖

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

- *Ozone (O_3)*: a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon monoxide (CO):* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide (NO_2)*: a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen dioxide is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.

- *Sulfur dioxide* (SO_2): a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

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

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;

- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

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

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard.[17]

The project site is located within the South Coast Air Basin, which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). [18] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level Ozone. The primary criteria for pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook.[19] The Air Quality Handbook refers to the following criteria to determine a project's conformity with the AQMP:[20]

[17] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[18] South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.
[19] South Coast Air Quality Management District. *Air Quality Analysis Handbook*. 1993.
[20] Ibid.

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the most recent adopted Demographics and Growth Forecast Appendix prepared by SCAG for the 2020-2045 RTP/SCS, the City of Santa Fe Springs is projected to add a total of 1,400 new jobs through the year 2050.[21] According to the State of California Employment Development Department, the City's current unemployment rate is 3.7 percent, which means there are up to 300 residents actively seeking work.[22] The proposed project, once operational, will add between two to three persons per shift. The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. *As a result, no impacts will occur.*

B. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less Than Significant Impact.*

The CUP Amendment's implementation will result in limited short-term (construction-related) emissions and long-term air quality impacts. The long-term emissions include mobile emissions from vehicular traffic; on-site stationary emissions related to the operation of machinery; and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The estimated equipment emissions from on-site sources are indicated in Table 3-2. As indicated in Table 3-2, the existing daily equipment emissions are below those thresholds considered to represent a significant impact. Furthermore, the analysis is a worse-case assessment that assumed that all of the equipment would be in use for the entire day. As stated previously, the sorting and baling equipment are electrically powered, thus representing a further reduction is emissions levels.

[21] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2020-2050*. September 3, 2020.
[22] State of California Employment Development Department. *Labor Force and Unemployment Rate for Cities and Census Designated Places.* Website accessed September 1,2022.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation (on-site)	1.11	11.84	6.63	0.02	5.40	2.91
Site Preparation (off-site)	0.02	0.02	0.26	--	0.09	0.02
Total Site Preparation	**1.13**	**11.86**	**6.89**	**0.02**	**5.49**	**2.93**
Architectural Coatings (on-site)	50.40	1.22	1.81	--	0.06	0.06
Architectural Coatings (off-site)	0.02	--	0.16	--	0.06	0.02
Total Architectural Coatings	**50.42**	**1.22**	**1.97**	**--**	**0.12**	**0.08**
Maximum Daily Emissions	**50.42**	**23.29**	**20.28**	**0.04**	**6.74**	**3.90**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2020.4.0.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. The operational long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2020.4.0 computer model. Table 3-2 depicts the operational emissions generated by the proposed project.

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

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs./day)	1.21	--	--	0.00	--	--
Energy (lbs./day)	0.03	0.26	0.22	--	0.02	0.02
Mobile (lbs./day)	1.18	1.61	13.24	0.03	3.29	0.90
Total (lbs./day)	**2.42**	**1.61**	**13.24**	**0.03**	**3.29**	**0.90**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2020.4.0.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulate matter, the Applicant will be required to ensure that the building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.[23] The contractors will be responsible for being familiar with and implementing any pertinent best available control measures. *The impacts will be less than significant.*

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

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where

[23] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

children or the elderly may congregate.[24] The significance of localized project impacts under CEQA depends on whether ambient carbon monoxide levels in the vicinity of the project are above or below State and/or Federal standards for that criteria pollutant and the proximity of the emissions source to sensitive receptors. The nearest sensitive receptor includes a residential neighborhood located to the northwest approximately 400 feet and a second neighborhood located to the north of the project site approximately 650 feet. The project site is not visible from either neighborhood. The nearest school to the project site is the Los Nieto's Middle School, located approximately 1,560 feet to the northwest. A second school, Aeolian Elementary School, is located approximately 2,000 feet to the northeast. The location and extent of the nearest sensitive receptors are shown in Exhibit 3-2. The proposed project's trip generation will not be significant enough to result in a carbon monoxide "hot spot" that could lead to an exceedance of the State's one-hour or eight-hour carbon monoxide standards (refer to Section 3.17 for a discussion of traffic impacts). An intersection's level of service would need to degrade to LOS F for the congestion to be great enough to result in the creation of a CO hotspot. Since the proposed project will not result in any significant net increase in peak hour traffic impacts, no significant change in the existing LOS for any area intersections will occur.

The SCAQMD requires that the CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations. The contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls as well as mandatory SCAQMD regulations governing fugitive dust (Rule 403) and odors (Rule 1401). In addition, future truck drivers visiting the site during the project's construction must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. These regulations will reduce the particulate emissions by as much as 50%. *As a result, the impacts will be less than significant.*

D. *Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people? ● No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[25] All truck drivers that may visit the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. Adherence to the existing SCAQMD regulations governing "nuisance odors" will reduce potential odor impacts. *As a result, the impacts will be less than significant.*

[24] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).
[25] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

MITIGATION MEASURES

While the operational impacts will be less than significant, the following mitigation measures applicable to the original CUP approval would continue to be appliable:

Mitigation Measure No. 1 (Air Quality Impacts). All fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the procedures outlined in the SCAQMD's Rules and Regulations.

Mitigation Measure No. 2 (Air Quality Impacts). Ozone precursor emissions from heavy equipment used on-site shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.

Mitigation Measure No. 3 (Air Quality Impacts). All trucks hauling materials shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Mitigation Measure No. 4 (Air Quality Impacts). The facility will prohibit the idling of trucks while waiting to be weighed or during loading and unloading. Signage must be posted on the scale house and in the tipping and loading areas.

Mitigation Measure No. 5 (Air Quality Impacts). The facility operators will be required to obtain and maintain any required permit required by the SCAQMD.

Mitigation Measure No. 6 (Air Quality Impacts). All equipment that is designed and installed as a means to control odors must be maintained in working condition. In addition, all solid waste, bales, and processed materials must be removed pursuant to the requirements of the Los Angeles County Health Department and the State's permit requirements.

Mitigation Measure No. 7 (Air Quality Impacts). The project will comply with SCAQMD Rule 410 which requires that openings in the materials recovery facility and transfer station buildings be limited to five percent of the total exterior wall surface area, that a ventilation system be provided that meets set standards for inward air velocity, and the project comply with set limitations on the time vehicular access doors can remain open.

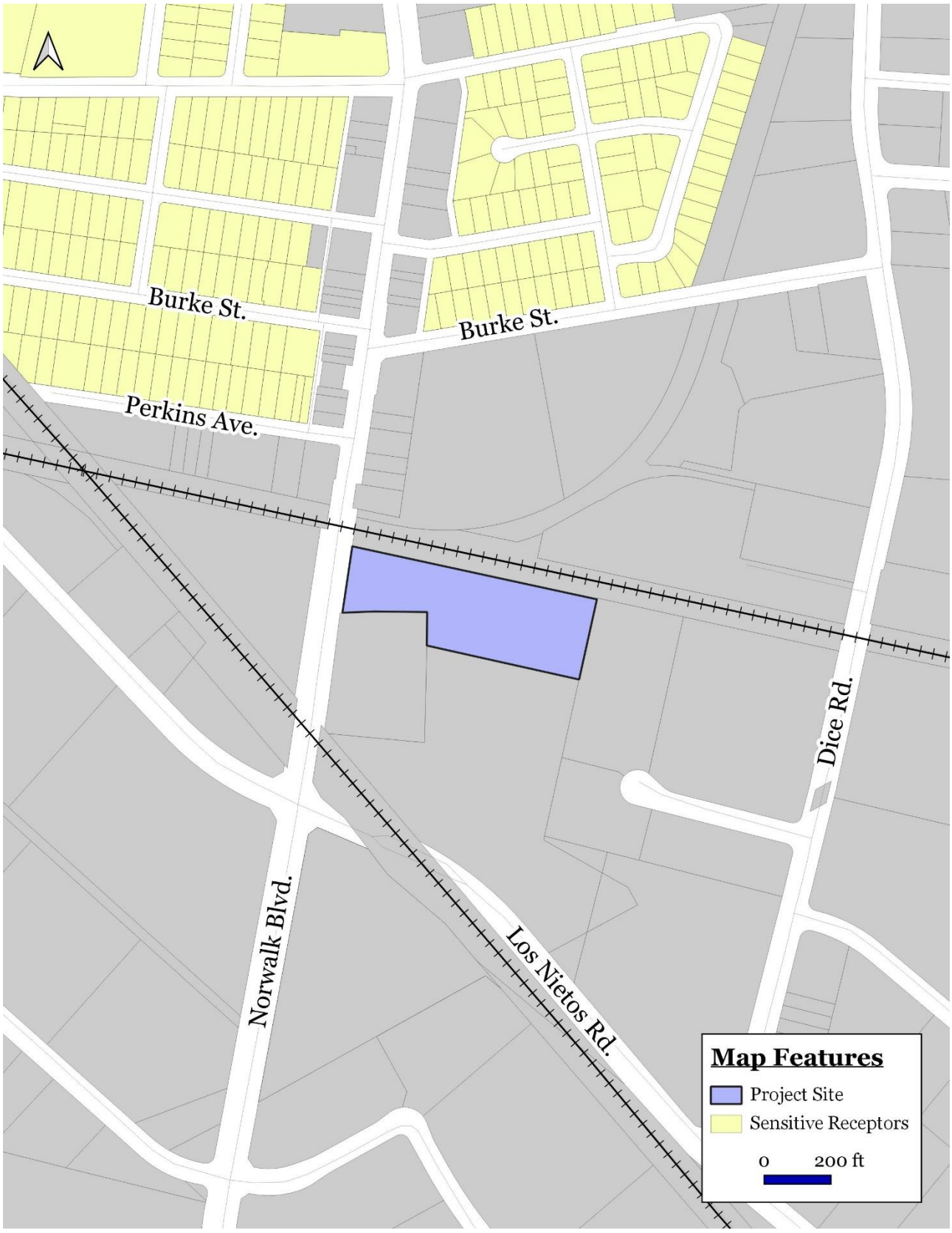


EXHIBIT 3-2 SENSITIVE RECEPTORS MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard.[26]

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database

[26] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

(CNDDB) Bios Viewer for the Whittier Quadrangle indicates that there are seven threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).[27] These species include:

- The *California Gnatcatcher* which is not likely to be found on-site due to the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.

- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.[28] The nearest body of water is the San Gabriel River. located approximately 1.70 miles to the west of the project site.

- The *Bank Swallow* lives in a riparian habitat. The nearest body of water is the San Gabriel River, located approximately 1.70 miles to the west of the project site. This river is channelized and extends through an urban area. Additionally, the current level of development around the project site is not an ideal environment for the Bank Swallow.

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[29] As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of a developed site. *As a result, no impacts will result.*

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

The project site is developed and otherwise disturbed and graded and does not include any streams, wetland habitat, or riparian vegetation. The U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper classifies the San Gabriel River as R4SBCx, being an artificial riverine with water flowing only part of the year, completely dewatered at low tide, has water absent at the end of the growing season in most

[27] California Department of Fish and Wildlife. *Bios Viewer*. https://wildlife.ca.gov/Data/BIOS
[28] Blodgett Baylosis Environmental Planning. *Site visit* was completed on September 13,2022
[29] County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles*. *http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf*.

years and was excavated and channelized by humans.[30] In addition, there are no sensitive natural communities identified near or on the project site.[31] *As a result, no impacts will occur.*

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

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

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The project site is located in the midst of an industrial district located in the northern portion of the City. Industrial development abuts the site on the east, north, and south sides. A railroad ROW extends along the site's northern side and industrial uses are located adjacent to the project site on the south and east side. Norwalk Boulevard extends along the site's west side. *As a result, no impacts will occur.*

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact*

The existing on-site vegetation is located along the project site's Norwalk Boulevard frontage. No heritage trees are located within the project site boundaries. As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources. *As a result, no impacts will occur.*

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.*

As indicated previously, the project site is located within an urban area and no natural habitats are found within the project site or within the adjacent properties. The project area is not located within an area governed by a habitat conservation or community conservation plan. *As a result, no impacts on local, regional or State habitat conservation plans will result from the proposed project's implementation.*

MITIGATION MEASURES

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

[30] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

[31] California Department of Fish and Wildlife. Natural Communities List. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline

3.5 CULTURAL RESOURCES

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard.[32]

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California State Historic Preservation Office (SHPO) maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.[33] To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In

[32] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[33] U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. https://www.nps.gov/subjects/nationalregister/index.htm. 2010.

addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The project site is currently unoccupied and is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.[34] In addition, the building project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[35] Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). These sites structures are not located within or adjacent to the project site. The project site is not listed on the National or State Historic Register.[36] The proposed project will be limited to the project site and will not affect any existing resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. *As a result, no impacts will occur.*

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

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Tongva tribe has lived in this region for around 7,000 years.[37] Prior to Spanish contact, approximately 5,200 Gabrieleño people lived in villages throughout the Los Angeles Basin.[38] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.[39] The proposed project site is not near the two village sites, rather it is the former location of support facilities for an existing oilfield. The entire project site has been developed and redeveloped multiple times during the last 100 years. In the unlikely event that human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned standard condition, along with the following mitigation measures, will reduce potential impacts to levels that are less than significant.

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities within Parcel 4. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Tongva Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-

[34] National Park Service. *National Register of Historic Places*. https://www.nps.gov/subjects/nationalregister/index.htm. Website accessed September 1,2022.
[35] California Department of Parks and Recreation. *California Historical Resources*. http://ohp.parks.ca.gov/ ListedResources. Website accessed on September 1,2022.
[36] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. http://focus.nps.gov/nrhp. Secondary Source: California State Parks, Office of Historic Preservation. *Listed California Historical Resources.* Website accessed December 4, 2017.
[37] Tonga People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.
[38] Indigenous Mexico. *The Native Roots of Southern California*. https://indigenousmexico.org/southwest-us/california/the-native-roots-of-southern-californians/.
[39] McCawley, William. *The First Angelinos, the Gabrielino Indians of Los Angeles*. 1996.

disturbing activities.

In the unlikely event that human remains are uncovered by construction crews during grading and/or excavation, the following, mitigation will be applicable:

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

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

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

There is one cemetery located in the immediate area. The nearest cemetery to the project site is Little Lake Cemetery, located approximately 1.85 miles to the southwest of the project site.[40] The proposed project will not affect the aforementioned cemetery. However, the potential exists that human remains could be discovered on the site due to site construction activities and impacts could be potentially significant. In the event that human remains are uncovered by construction crews during grading and/or excavation, the following, standard condition/regulation will be applicable:

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

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

MITIGATION MEASURES

While the operational impacts will be less than significant, the following mitigation measures applicable to the original CUP approval will continue to be appliable:

Mitigation Measure No. 8 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities within the Project Site (Parcel 4). Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Tongva Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

[40] Google Earth. Website accessed September 1, 2022.

3.6 ENERGY

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? ● Less than Significant Impact.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. This existing building will add organic waste processing equipment to approximately 8,000 square feet of building "B" and maintain approximately 3,000 square feet of floor area for bale storage. The existing UWS facility is located at 9016 Norwalk Boulevard.[41]

Table 3-4 provides an estimate of electrical consumption for the proposed project. No Natural gas will be used during operations. As indicated in the table, the project is estimated to consume approximately 844 kilowatts (kWh) of electricity on a daily basis. Energy facilities in the area are shown in Exhibit 3-3.

Table 3-4
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Electrical Consumption	4.8 kWh/sq. ft./year	844 kWh/day

Source: Blodgett Baylosis Environmental Planning.

In order to prevent inefficient consumption of energy, all exterior security lighting must be motion sensor controlled. This project design feature will prevent the continuous use of lighting thus reducing energy consumption. The project will incorporate solar panels on the roof of the building and use of variable frequency drive units on most electric motors for conservation of energy. Adherence to the above-mentioned project design feature will further reduce potential impacts. *As a result, the impacts will be less than significant.*

[41] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

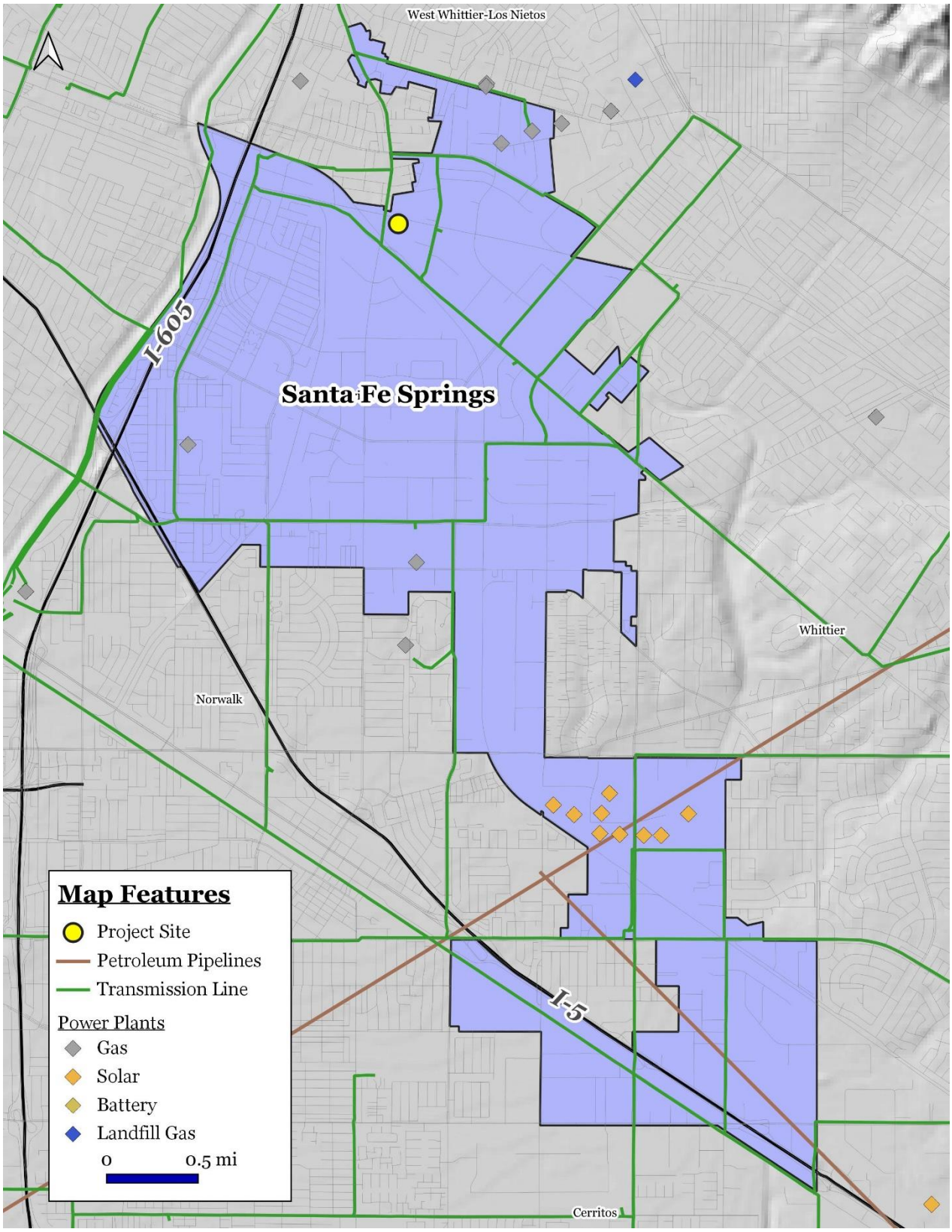


EXHIBIT 3-3 ENERGY MAP

SOURCE: CA ENERGY COMMISSION

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

In September 2016, Governor Edmund Brown Jr. set methane emissions reduction targets for California (SB 1383) in a statewide effort to reduce emissions of short-lived climate pollutants). Under SB 1383 landfill disposal of organic waste must be reduced by 75% by the year 2025. As a result, local governments in California began adopting organic waste collection and processing ordinances and amending waste collection contracts to comply with the 75% organics reduction requirement. The responsibility for ultimately meeting the 75% diversion requirement ultimately rests on companies like Universal Waste System, Inc. and projects like the one being proposed. *As a result, the impacts will be less than significant.*

MITIGATION MEASURES

The analysis of energy impacts indicated that no significant impacts on energy resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.7 GEOLOGY AND SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides? ● Less Than Significant Impact.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[42] The City of Santa Fe Springs is located in a seismically active region of Southern

[42] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

California. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City of Santa Fe Springs. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[43] The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[44] A map displaying the cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. No Alquist-Priolo Earthquake Fault Zones cross the City of Santa Fe Springs.[45] Even though the city is not on the list, there are a number of known faults within the city. The nearest known fault is the Lower Elysian Park Thrust Fault located approximately 1.53 feet southwest of the project site. This fault is part of the larger Elysian Park Fault ranging 31 miles from Northern Cienega to Fullerton. Regarded as a blind thrust fault formed less than 1.6 million years ago during an Undifferentiated Quaternary Period, its last noteworthy earthquake occurred as the 6.0 magnitude Whittier Narrows earthquake of 1987. Annually, the fault's slip rate category is between 1.0 and 5.00 millimeters per year with a recurrence interval expected to be between 340 and 540 years.[46] The potential impacts from fault movement and ground-shaking are considered no greater for the project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two.

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. As a result, the ground soil loses strength due to an increase in water pressure following seismic activity. The project site is not located in an area that is subject to liquefaction, but a large portion of the surrounding area and the City is (refer to Exhibit 3-4).[47] Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-4) because there are no hills or mountains within the vicinity of the project site. There would be limited impacts with regard to ground shaking, liquefaction, and landslides since the risk is no greater in and around the project site than for the rest of the area. *As a result, the impacts are less than significant.*

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

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by 45% Urban Land, 25% Thums, and 15% Pierview.[48] Urban Land – Thums-Pierview complex soils have a slight risk for erosion; however, construction activities and the placement of "permanent vegetative cover" will reduce the soil's erosion risk. The site will continue to be level and no slope failure or landslide impacts are anticipated to occur. The project applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the city's MS4. The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the Applicant will be required to obtain a grading permit and the approval of a final grading plan and erosion control plan which will further reduce the potential for adverse erosion impacts. *As a result, the impacts will be less than significant.*

[43] California Department of Conservation. *Alquist-Priolo Earthquake Fault Zones.*
[44] Ibid.
[45] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* https://maps.conservation.ca.gov/cgs/EQZApp/app/
[46] United States Geological Survey. *Quaternary Fault and Fold Database of the United States; Lower Elysian Park thrust (Class A) No. 134.* June 2017. https://earthquake.usgs.gov/static/lfs/nshm/qfaults/Reports/134.pdf
[47] United States Geological Survey. *U.S. Quaternary Faults Map.*
[48] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

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

Based on information obtained from the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey online database, the subject property is mapped as majorly Urban land. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. The project site is underlain by soils of various soil associations, which have various levels of clay. Slopes range from 0 to 5 percent. Soils of this association are at a moderate risk for erosion; however, the project site was previously developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, these soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas.[49] As previously mentioned, the UWS facility is not located in an area that is subject to liquefaction (refer to Exhibit 3-4).[50] The soils that underlie the project site pose no threat to development; in addition, the project site will remain level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. *As a result, the potential impacts will be less than significant.*

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

The surrounding area is level and is at no risk for landslides (refer to Exhibit 3-4). Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. The proposed project is located within an area that is subject to liquefaction though the site is level with no hillside areas present. Therefore, lateral spreading caused by liquefaction will not affect the project site. The proposed project will not expose future employees and patrons to subsidence. All of the proposed project's structural elements must be in compliance with Title 24 of the California Code of Regulations, which identifies building standards for seismic-related construction requirements that have been promulgated by the State of California. The standard development and design measures will be effective in minimizing potential risks stemming from liquefaction. *As a result, the impacts will be less than significant.*

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

The UWS facility will not utilize septic tanks or other alternative wastewater disposal systems. *As a result, no impacts will occur.*

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

According to the State of California Geological Survey, the site's geology is classified as "Alluvium" (Qal). Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the

[49] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.
[50] California Department of Conservation. *Regulatory Maps*. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

two most recent geologic epochs, the Pleistocene and the Holocene.[51] Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development and other on-site activities. In addition, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. Therefore, the proposed project is not anticipated to disturb any paleontological resources. *As a result, no impacts will occur.*

MITIGATION MEASURES

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

[51] United States Geological Survey. *What is the Quaternary?* http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html

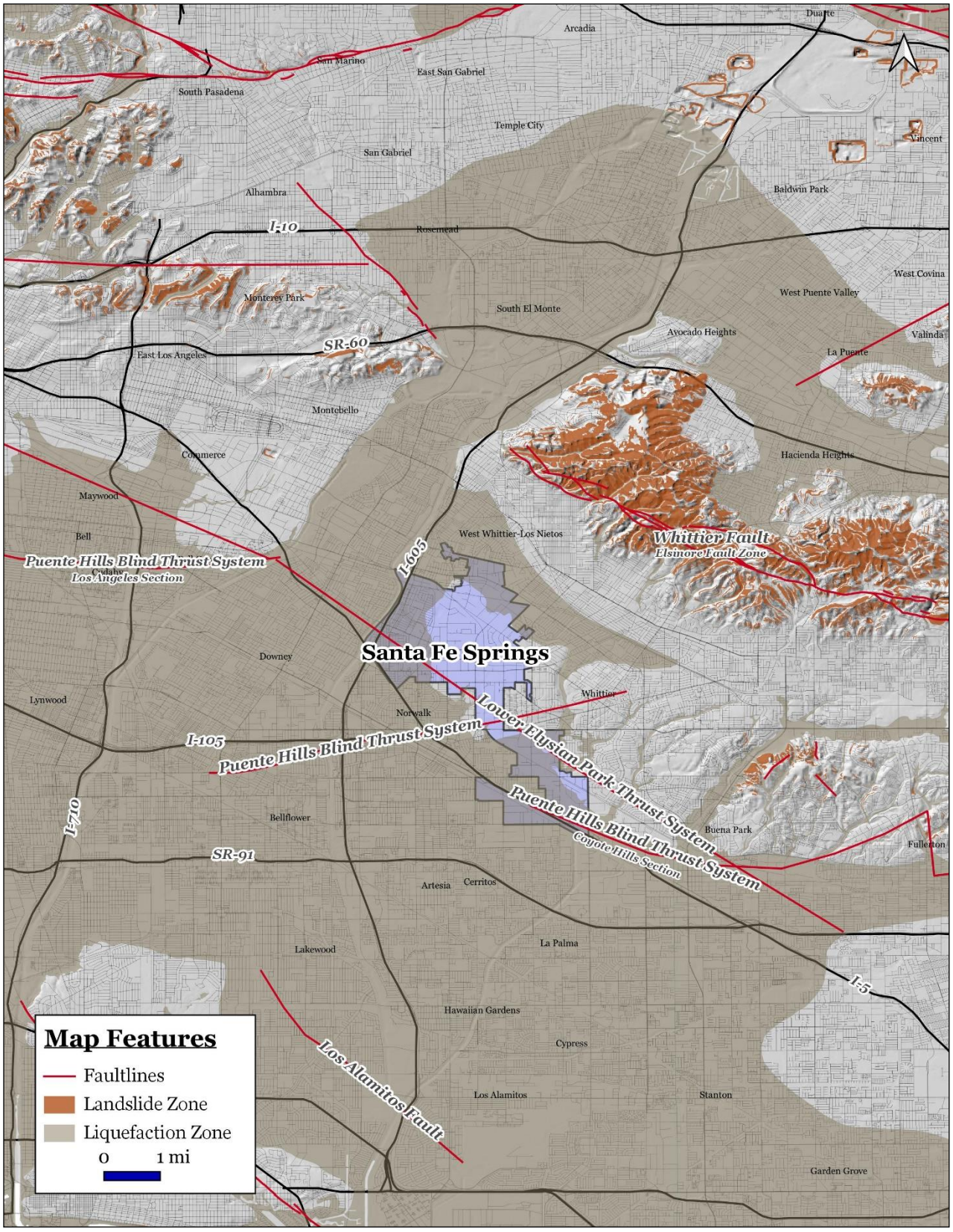


EXHIBIT 3-4 GEOLOGY MAP

SOURCE: UNITED STATES GEOLOGICAL SURVEY

3.8 GREENHOUSE GAS EMISSIONS

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[52]

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.[53] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, it remains in the atmosphere where it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold"

[52] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[53] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide (CO_2).* The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO_2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1950 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. [54]

- *Methane (CH_4).* CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.

- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.

- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant

[54] International Panel on Climate Change. *Climate Change 2014 Synthesis Report Summary for Policymakers.*

emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride (SF_6)*. SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHGs are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The SCAQMD has adopted interim GHG thresholds for development projects within the South Coast Air Basin. According to the SCAQMD, the interim thresholds for industrial projects are 10,000 $MTCO_2E$ per year.[55] Table 3-5 summarizes annual greenhouse gas (CO_2E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-5, the CO_2E total for the project is 3,485 $MTCO_2E$ per year, which is below the aforementioned threshold for industrial projects.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (tons/year)			
	CO_2	CH_4	N_2O	CO_2E
Long-Term – Area Emissions	0.01	--	0.00	0.01
Long-Term - Energy Emissions	313.63	--	--	315.49
Long-Term - Mobile Emissions	3,128.89	0.02	0.12	3,169.71
Long-Term - Total Emissions	**3,442.53**	**0.19**	**0.13**	**3,485.21**
Total Construction Emissions	**4,139.60**	**0.89**	**0.03**	**4,171.22**
Construction Emissions Amortized Over 30 Years				**139.04 $MTCO_2E$**
Total Operational Emissions				**3,485.21 $MTCO_2E$**
Significant Impact?				**No**

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. *As a result, the potential impacts are considered to be less than significant.*

[55] SCAQMD. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Agenda No. 31.* December 5, 2008. https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf

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

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

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. E.O. B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.[56] The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). *As a result, the impacts will be less than significant.*

MITIGATION MEASURES

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

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✖	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✖	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✖	
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✖
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[57] The solid waste materials will be sorted on-site, weighed, baled, and then transported off-site to buyers. The facility does not accept hazardous wastes. The facility will have a Hazardous Waste Load Check Program to minimize the potential for hazardous materials being co-mingled with the waste transported to the facility. Hazardous wastes, which are unintentionally brought to the facility, will be subject

[57] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

to random checks and personnel will also be trained in spotting hazardous materials during on-site operations. In addition, a hazardous waste storage area will be provided where hazardous waste recovered from the loads will be temporarily stored before disposal. A Spill Response Locker will also be provided and located beside the hazardous waste storage area. The Spill Response Locker will be stocked with emergency response equipment (absorbent materials, brooms, 55-gallon drums, protective gloves, clothing, boots, goggles, and respiratory equipment). Health and safety programs on-site include the Hazardous Waste Load Check Program, SB-198 Injury Prevention Program, Emergency Response Program, Hazard Communication Program (Right to Know) and Storm Water Pollution Prevention Program. The following mitigation measures will also continue to be applicable to the proposed project to mitigate potential hazards and to control vectors (rates, birds, etc.):

- Operational controls, such as the daily waste load check program, shall be established to reduce the potential for the receipt and disposal of prohibited materials and/or wastes.

- During the hours of operation, an attendant or attendants shall be present at all times to supervise the loading and unloading of the waste material.

- The operator shall conduct a daily waste load checking program, approved by the County Health Department, to prevent the disposal of hazardous wastes at the station.

- The operator shall maintain a log of special/unusual occurrences. This log shall include, but is not limited to, fires, the discharge and disposition of hazardous or unpermitted waste, significant injuries, and accidents or property damage. Each log entry shall be accompanied by a summary of any actions taken by the operator to mitigate the occurrence. The operator shall maintain this log at the station so as to be available at all times to the site personnel and to the Enforcement Agencies' personnel.

- As a means to control vectors (rodents, insects, birds, and other scavenging animals etc.), all tipping, sorting, baling, and other activities related to processing must be undertaken indoors. No outdoor storage or stockpiling will be permitted. Finally, the site must be cleaned so that all solid waste material spillage is promptly removed and all truck loads are covered. The operators must retain the service of qualified personnel to undertake periodic and regular inspections of the facility to ensure that appropriate vector control measures are implemented.

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

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less Than Significant Impact.*

There are a number of closed landfills located in the vicinity of the project site City of Santa Fe Springs that could result in potential methane releases in the absence of mitigation. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. Methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. The site is not included within a methane risk zone. *As a result, the impacts are less than significant*.

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

The nearest school to the project site is the Los Nietos Middle School, located approximately 1,560 feet to the northwest. A second school, Aeolian Elementary School, is located approximately 2,000 feet to the northeast. All of the tipping, sorting, baling, and processing activities will occur within enclosed buildings. Mitigation has also been identified in Section 3.3.2 to address potential impacts related to particulate emissions and odors. *As a result, no impacts will occur.*

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

A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified 91 Cortese sites within city boundaries. The nearest of these Cortese sites to the project site are Phibro-Tech Inc and Diversey Wyandotte Corp. Phibro-Tech is currently operating while Diversey Wyandotte Corp is non-operating while both are under a "Corrective Action" status.[58] *The proposed project will not affect any Cortese site. As a result, no impacts will occur.*

E. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The project site is not located within two miles of a public airport or public use airport. Fullerton Airport is located approximately 6.79 miles southeast of the project site, the Long Beach Airport is located approximately 9.81 miles to the southwest, and the Joint Forces Training Base in Los Alamitos is located ten miles south of the site.[59] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. *As a result, no impacts will occur.*

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

At no time will Norwalk Boulevard be completely closed to traffic during construction. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. All construction staging must occur on-site in accordance with City requirements. *As a result, no impacts will occur.*

[58] California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese List.*
[59] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ● No Impact.*

The project site is not located within a "very high fire hazard severity zone." *As a result, no impacts will occur.*

MITIGATION MEASURES

While the operational impacts will be less than significant, the following mitigation measures applicable to the original CUP approval will continue to be appliable:

Mitigation Measure No. 9 (Hazardous Materials Impacts). An investigation must be conducted to ensure that those buildings that will be modified do not contain any lead-based paint or ACMs. If encountered, these materials must be removed and disposed of in conformance with all pertinent regulations.

Mitigation Measure No. 10 (Hazardous Materials Impacts). Operational controls shall be established to reduce the potential for the receipt and disposal of prohibited materials and/or wastes.

Mitigation Measure No. 11 (Hazardous Materials Impacts). During the hours of operation, an attendant or attendants shall be present at all times to supervise the loading and unloading of the waste material.

Mitigation Measure No. 12 (Hazardous Materials Impacts). The operator shall conduct a daily waste load checking program, approved by the County Health Department, to prevent the disposal of hazardous wastes at the station.

Mitigation Measure No. 13 (Hazardous Materials Impacts). The operator shall maintain a log of special/unusual occurrences. This log shall include, but is not limited to, fires, the discharge and disposition of hazardous or unpermitted waste, significant injuries, and accidents or property damage. Each log entry shall be accompanied by a summary of any actions taken by the operator to mitigate the occurrence. The operator shall maintain this log at the station so as to be available at all times to the site personnel and to the Enforcement Agencies' personnel.

Mitigation Measure No. 14 (Hazardous Materials Impacts). As a means to control vectors (rodents, insects, birds, and other scavenging animals etc.), all tipping, sorting, baling, and other activities related to processing must be undertaken indoors. No outdoor storage or stockpiling will be permitted. Finally, the site must be cleaned so that all solid waste material spillage is promptly removed and all truck loads are covered. The operators must retain the service of qualified personnel to undertake periodic and regular inspections of the facility to ensure that appropriate vector control measures are implemented.

Mitigation Measure No. 15 (Hazardous Materials Impacts). An investigation must be conducted to ensure that those buildings that will be modified do not contain any lead-based paint or ACMs. If encountered, these materials must be removed and disposed of in conformance with all pertinent regulations.

3.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✖	
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?			✖	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. The existing UWS facility is located at 9016 Norwalk Boulevard.[60] The site lies within the Central Basin Pressure Area, a division of the Central Ground Water Basin which extends over most of the Los Angeles Coastal Plain. Because of its location within a transition area between the La Habra Piedmont to the north and the Santa Fe Springs Plain to the south, lateral changes in lithology and occurrence of groundwater may be expected. The EPA fact sheets (e.g., USEPA, 2009) indicate that the site is located to the south and outside of the Omega Chemical Corporation Superfund Site Operable Unit-2 (OU-2). While no impacts on water quality are anticipated as part of the proposed project's operation, the following mitigation measures will continue to be required for the proposed CUP amendment:

[60] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

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

- Stockpiles of waste materials shall be properly stored under a roof or covered so as to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

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

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

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

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● Less Than Significant.*

There are no natural lakes or streams within or adjacent to the project area. As indicated previously, the project site is presently covered over in impervious surfaces. This hardscape includes the existing building and asphalt paving. No natural drainage or riparian areas remain within the project area due to the past development. *As a result, no impacts are anticipated.*

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

According to the City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[61] According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the

[61] Federal Emergency Management Agency. *Flood Zones*. http://www.fema.gov/flood-zones.

proposed project site is located in Zone X.[62] This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows through since the site is not located within a flood hazard area. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[63] Lastly, the proposed project will not result in any mudslides since the project site is generally level and is not located near any slopes. *As a result, there will be no impacts.*

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

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

MITIGATION MEASURES

While no impacts on water quality are anticipated as part of the proposed project's operation, the following mitigation measures will continue to be required for the proposed CUP amendment:

Mitigation Measure No. 16 (Hydrology and Water Quality Impacts). The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.

Mitigation Measure No. 17 (Hydrology and Water Quality Impacts). Stockpiles of waste materials shall be properly stored under a roof or covered so as to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

[62] Los Angeles County Department of Public Works. *Flood Zone Determination Website*. http://dpw.lacounty.gov/wmd/floodzone/. Website accessed September 1,2022.
[63] Google Earth. Website accessed September 1,2022.

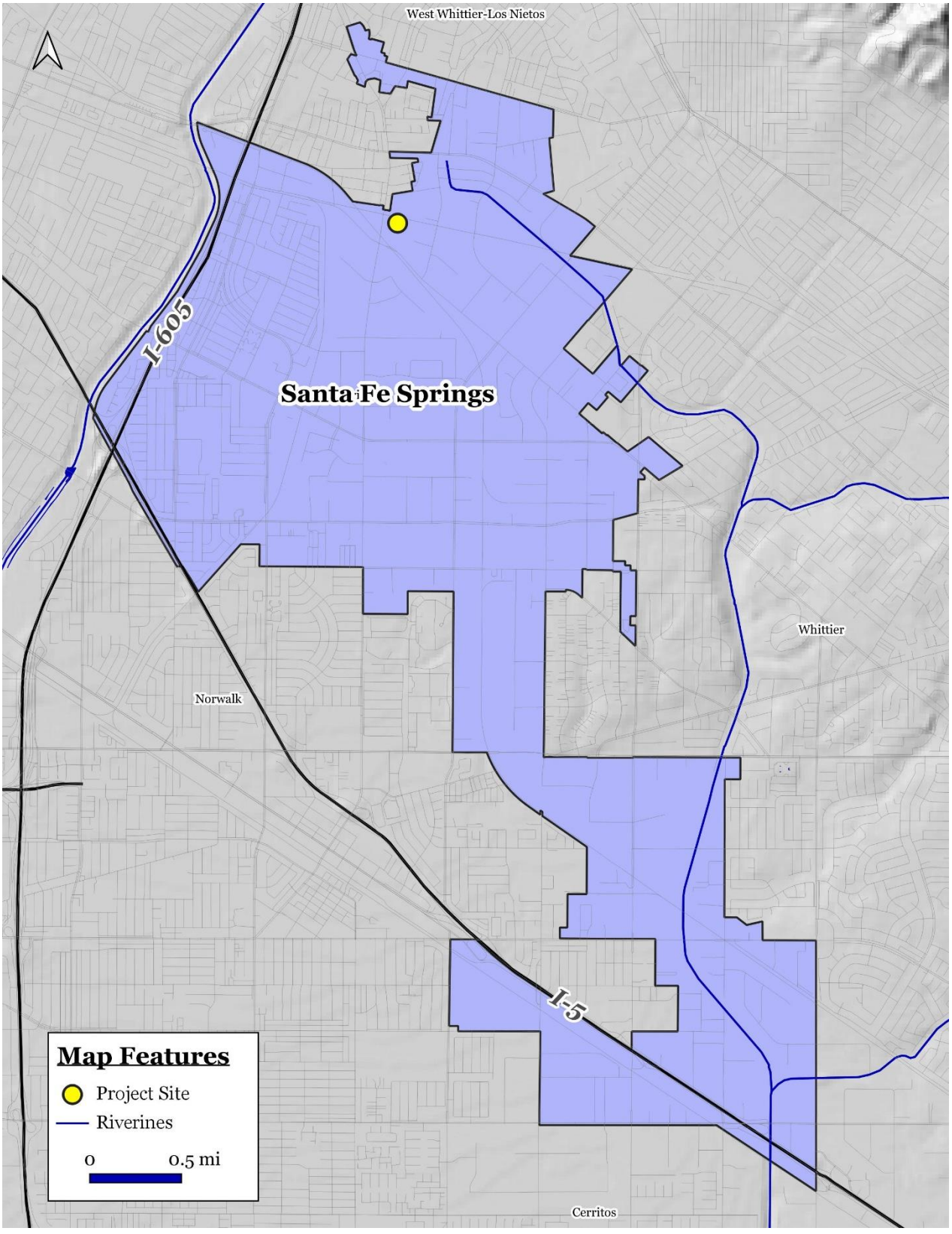


EXHIBIT 3-5 WATER RESOURCES MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

3.11 LAND USE AND PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site is located in the midst of an industrial district located in the northern portion of the City. The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. Industrial development abuts the site on the east, south, and north sides. A railroad ROW extends along the site's northern side and industrial uses are located adjacent to the project site on the south and east sides. Norwalk Boulevard extends along the site's west side. Industrial uses are located further west, along the west side of Norwalk Boulevard. Smaller commercial and industrial uses are located northwest of the project site, along both sides of Norwalk Boulevard. Existing land uses in the area are shown in Exhibit 3-6. The CUP Amendment will not involve the permanent closure of any existing roadways or otherwise result in the division of an established residential neighborhood. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the UWS Site*. A railroad right-of-way (ROW) extends along the site's northern side. Smaller commercial and industrial uses are located northwest of the project site, along both sides of Norwalk Boulevard. Residential neighborhoods are located approximately 400 feet northwest (north of Perkins Avenue) and 600 feet to the north (north of Burke Street).

- *South of the UWS Site*. Industrial uses such as Fasone Construction, Cosmic Express Corp, and Tri-Link Foreign Trade Zone are located to the south of the project site,

- *East of the UWS Site*. Industrial uses such as Composites One, HVAC DC Inverter Mini Split Systems by CoolAir, and Proactive Logistics are located to the west of the project site.

- *West of the UWS Site*. Norwalk Boulevard extends along the site's west side. Industrial commercial use, Electric Sales Unlimited, is located to the west of the project site with industrial uses located further west.[64]

[64] Google Maps. Website Accessed September 2, 2022.

The proposed CUP Amendment will not result in the division of an established community. *As a result, no impacts will occur.*

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

The General Plan designation that is applicable to the UWS facility is Industrial and the site is zoned as M-2 (Heavy Manufacturing). According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project is not subject to an adopted specific plan. Finally, the project site is located inland and is not located within a designated Coastal Zone. *As a result, the impacts are less than significant.*

MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result from the implementation of the proposed CUP Amendment. As a result, no mitigation measures are required.

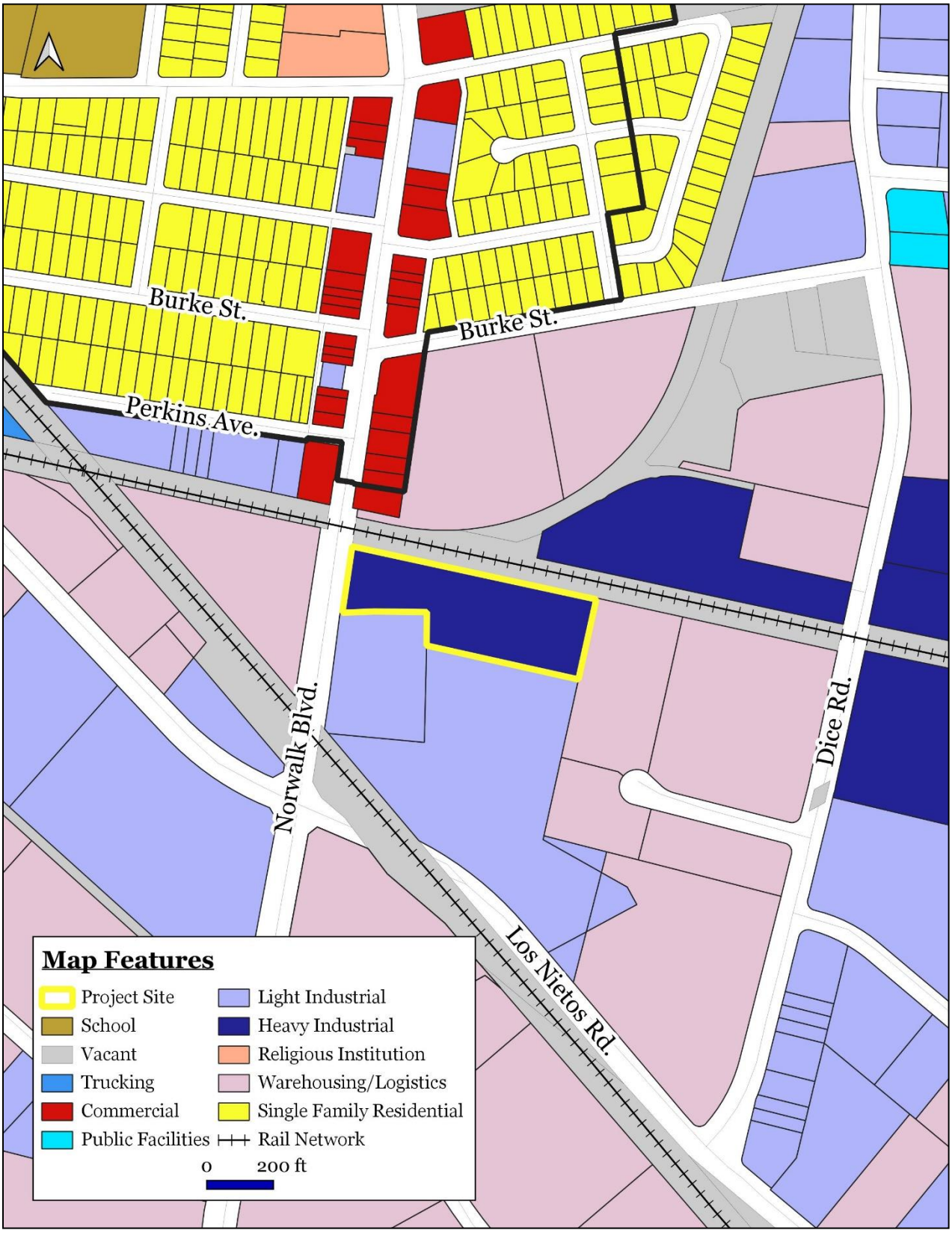


EXHIBIT 3-6 LAND USE MAP
SOURCE: CITY OF SANTA FE SPRINGS

3.12 MINERAL RESOURCES

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[65]

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

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

A review of the San Gabriel Valley P-C region MRZ-2 map indicated that the project site is not located in an area that contains aggregate resources.[67] Therefore, the project's implementation will not contribute to a loss of availability to locally important mineral resources. Furthermore, the resources and materials that will be utilized for the construction of the proposed CUP Amendment will not include any materials that are considered rare or unique. *As a result, no impacts will occur.*

[65] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[66] California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations.* ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.
[67] Ibid.

MITIGATION MEASURES

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

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✖	
B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people reside or working in the project area to excessive noise levels?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less Than Significant Impact.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[68]

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[69] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-7. Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise.

[68] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[69] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

The ambient noise environment within the project area is dominated by traffic noise emanating from Norwalk Boulevard. An Extec was used to conduct the noise measurements. The meter was performed using a slow response setting, with an "A" weighting. The noise meter's height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded in one single location. A noise study was conducted along the east side of Norwalk Boulevard approximately 60 feet west of the project site's western property line. The measurements were taken on a Friday morning at 9:15 AM. The results of the survey are summarized in Table 3-6. The median ambient exterior noise level (L_{50}) was 68.3 dBA at the measurement location. The L_{50} represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-6, the average ambient noise levels were 68.67 dBA within the measurement locations.

Table 3-6
Noise Measurement Results

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

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-6, the ambient noise environment within and around the UWS facility is typical for a site located next to a major arterial roadway along an industrial corridor. In addition, the proposed use is not considered to be a noise sensitive land use. The existing noise levels within the measurement location are below the 70 dBA thresholds for certain industrial land uses. As indicated in the project description, operation of the treatment system will be fully enclosed within a new concrete tilt-up building. General access to the building will be provided on the northwestern corner of the building. Operational access to the building will be provided by roll-up doors for access to equipment and other storage products on the east sides of the building, limiting any potential environmental impact on the treatment system operations. The design of the project and operational features will reduce the potential operational noise impacts. *As a result, the impacts will be less than significant.*

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

There are no noise sensitive receptors located immediately adjacent to the project site (refer to Exhibit 3-14). As indicated in the previous section, the proposed use is permitted under the applicable General Plan and Zoning designations with a CUP. Noise associated with the proposed project's operations will include traffic noise from the trucks traveling to and from the site, noise from on-site equipment loading and unloading the trucks, machinery noise associated with the sorting and baling of materials, and miscellaneous stationary noise from machinery. The majority of the activities (and noise) will occur within

the enclosed buildings. The exception will be the trucks maneuvering within the site as part of the loading and unloading activities.

Truck back-up alarms, hydraulic motors from forklifts, and lot sweeping equipment will continue to be audible during the day-time peak activity period. The noise from the back-up alarms, forklifts, and lot sweeping equipment in the yard area will be attenuated by the surrounding buildings and the distance to any noise sensitive receptors. For a yard's activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The majority of the loading and unloading activities would continue to occur during the daytime periods. After-hour activities during the night-time and early morning periods would largely be limited to general maintenance and cleaning. The facility's operation will be required to conform to the City's noise control requirements. *As a result, no impacts would occur.*

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

Table 3-7
Common Effects of Construction Vibration

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

Source: U.S. Department of Transportation

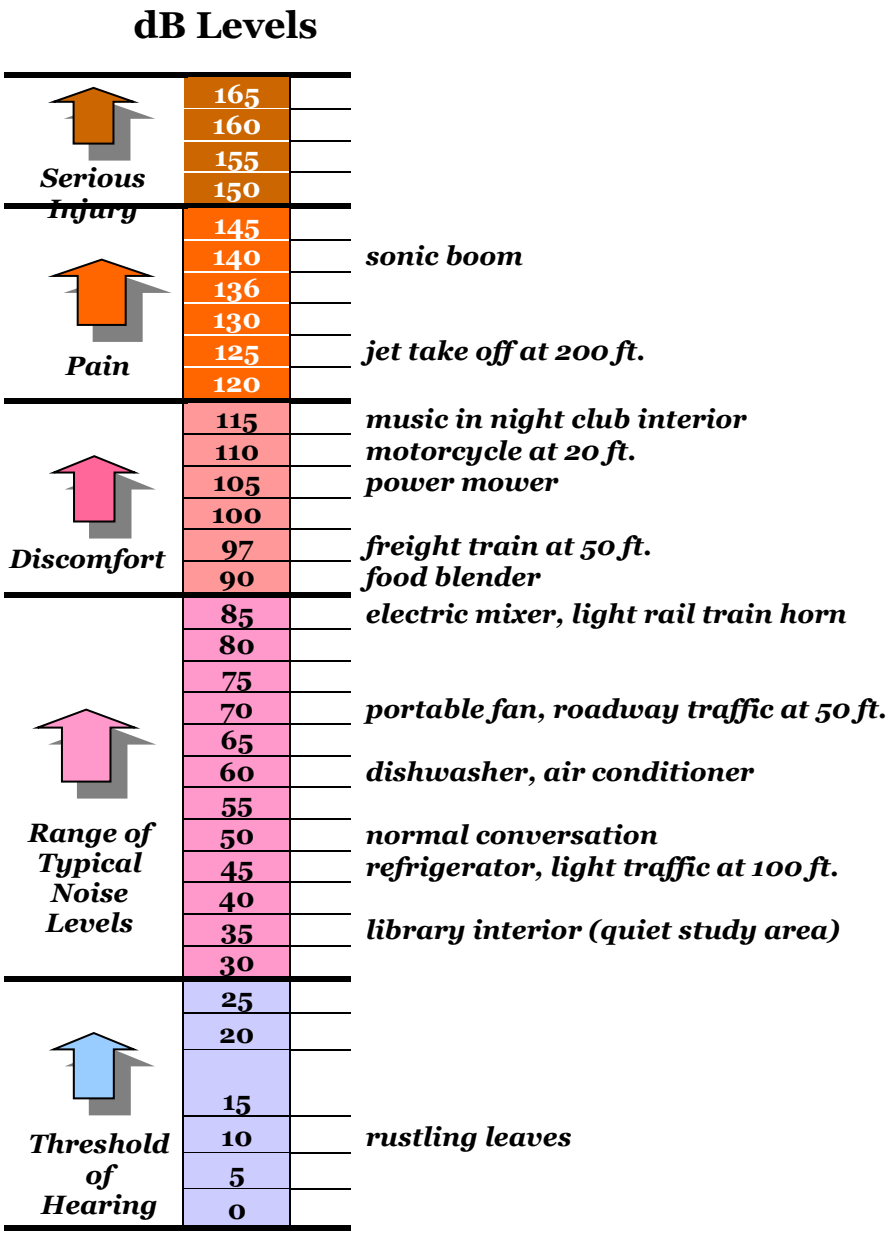


EXHIBIT 3-7 TYPICAL NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

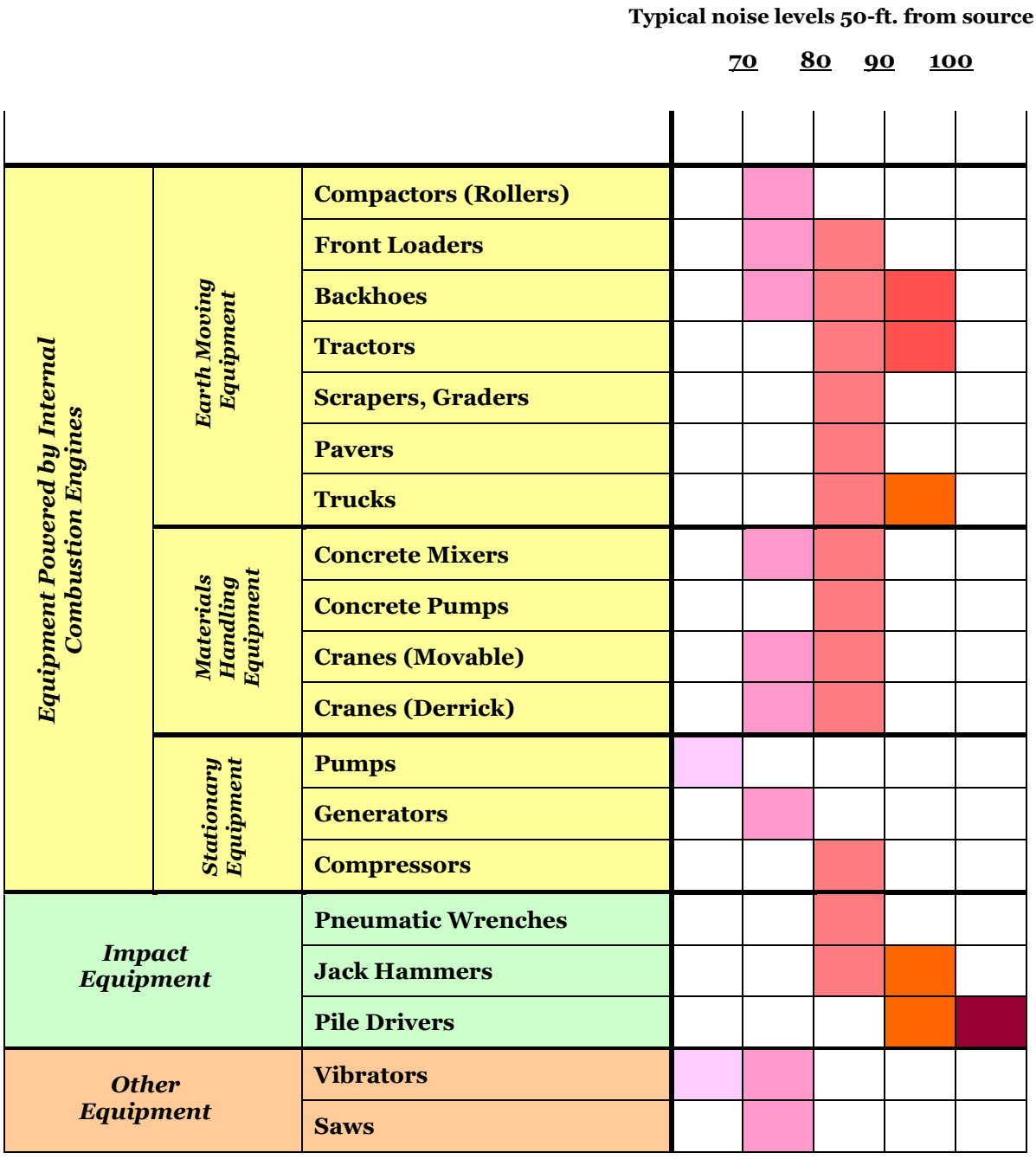


EXHIBIT 3-8 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage. The operation of the project site's equipment will continue to be fully enclosed within the existing concrete tilt-up buildings. *As a result, the ground vibration impacts will be less than significant.*

C. *For a project located within the vicinity of an airport or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people reside or working in the project area to excessive noise levels? ● No Impact.*

The UWS facility is not located within two miles of an operational public airport. Fullerton Airport is located approximately 7.9 miles to the southeast of the project site. The Los Alamitos Airfield is located approximately 11.5 miles southwest of the project site. The San Gabriel Valley Airport is located approximately 8.9 miles to the north of the site. The Long Beach Airport is located approximately eight miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 19.8 miles to the northwest.[70] *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis of potential noise impacts indicated that no significant adverse impacts would result from the proposed project's construction and operation. As a result, no mitigation measures are required.

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

3.14 POPULATION AND HOUSING

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● Less Than Significant Impact.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[71] Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Any potential population growth will be indirect and will result from permanent employment growth. The employment projection is very minimal (up to 62 employees at the site) and is well within SCAG's employment projections for the City of Santa Fe Springs. *As a result, the impacts would be less than significant.*

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

The UWS facility is currently developed and zoned for manufacturing uses. No housing units will be displaced by the proposed project. No impacts related to housing displacement will result from the proposed project's implementation. *As a result, no impacts will occur.*

MITIGATION MEASURES

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

[71] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities? ●Less than Significant Impact.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[72]

Fire Department

The Santa Fe Springs Fire -Rescue Department provides fire prevention and emergency medical services within the City. The department consists of three separate divisions: Operations, Fire Prevention, and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first response station to the site is station No. 2, located 0.32 miles to the northeast of the project site. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access and the project will adhere to all pertinent building are fire codes. *As a*

[72] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

result, the impacts will be less than significant.

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

Police Protection

Law enforcement services are provided by the Whittier Police Department who provide services to Santa Fe Springs under contract. The Police Services Station is located at 11576 Telegraph Road with the exception of jailing and dispatch, this Department is responsible for management of all law enforcement services within the City. The Department is staffed by both City personnel and officers of the Whittier Police Department, who provide services to Santa Fe Springs under contract. The City of Santa Fe Springs is divided into three law enforcement public service areas. Each area has a dedicated sergeant and a team of officers and public safety officers. The three area policing teams constantly monitor crime trends, problem locations and quality-of-life issues in their respective areas.[73]

The revised final site plan, elevations, building floor plans, and site circulation must be reviewed by the Whittier Police Department to ensure it conforms to their operational requirements. In addition, the primary potential security issues will be related to vandalism and potential burglaries during off-business hours. The project Applicant must install security cameras throughout the storage facility. Adherence to the aforementioned standard conditions and regulatory compliance measures will ensure that potential impacts remain less than significant. *As a result, the impacts will be less than significant.*

Schools

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

Parks

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any residential development that would potentially significantly increase the demand for recreational facilities and services. There are

[73] City of Santa Fe Springs. *Police Services*. https://www.santafesprings.org/cityhall/police_services/default.asp

no park facilities that would be physically impacted by the proposed self-storage project. No parks are located adjacent to the proposed project site with the closest park being Los Nietos Park located 0.66 miles to the southwest. *As a result, the impacts will be less than significant.*

Other Governmental Services

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

MITIGATION MEASURES

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

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✖
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[74] No parks or related recreational facilities are located in the vicinity of the project site. In addition, the proposed use would not result in any development that would potentially increase the demand for public park facilities and services.[75] *As a result, no impacts would occur.*

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

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

MITIGATION MEASURES

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

[74] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.
[75] City of Santa Fe Springs. www.santafesprings.org/depts/parks/

3.17 TRANSPORTATION AND CIRCULATION

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[76]

Regional access to the site is provided by the San Gabriel River Freeway (I-605), which traverses the western border of the City in a north-south direction, and the Santa Ana Freeway (I-5), which is situated in a northwest-southeast orientation along the southern boundary of Santa Fe Springs. Major thoroughfares surrounding the project site include Norwalk Boulevard and Pioneer Boulevard, both of which are oriented in a north-south direction. Other major east-west oriented arterials surrounding the project site include Slauson Avenue and Telegraph Road. The UWS facility is located in an industrial area on the east side of Norwalk Boulevard, between Perkins Avenue and Los Nietos Road. Primary vehicular access to the project site is provided by two existing (unsignalized) driveways on Norwalk Boulevard.[77]

Traffic volumes expected to be generated by the proposed project were based upon rates per thousand square feet of gross floor area. ITE Land Use Code 140 (Manufacturing), ITE Land Use Code 150 (Warehousing), and ITE Land Use Code 157 (High Cube Cold Storage Warehouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed project.

[77] Arch Beach Consulting. Traffic Impact Analysis, Universal Waste Systems Material Recovery Facility (MRF) and Transfer Station (TS) 1,500 tons per day. City of Santa Fe Springs, California. February 13, 2014.

The proposed project will require 62 employees will be onsite during each shift. The proposed project is expected to generate 15 vehicle trips during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 14 vehicle trips. Over a 24-hour period, the proposed project is forecast to generate 204 daily trip ends during a typical weekday. These trips include both employees and truck drivers that will deliver chemical supplies on a once-a-month basis. The traffic volumes would be far less than the potential traffic volumes for other types of commercial and industrial land uses and development that would otherwise be permitted under the City's Zoning Ordinance for the property. *As a result, the potential impacts are less than significant.*

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

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[78] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

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

- Projects that result in a net increase of 110 or less daily vehicle trips;
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of existing bus service with a frequency of service interval of 15 minutes or less during morning and evening peak hours);
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center;
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.;

[78] California Strategic Growth Council. https://sgc.ca.gov/

- Residential projects with 100 percent affordable housing;
- Community institutions project (public library, fire station, local government);
- Local-serving hotels (e.g., non-destination hotels);
- Local-serving assembly uses (places of worship, community organizations);
- Public parking garages and parking lots;
- Assisted living or senior housing projects; and,
- Affordable, supportive, or transitional housing projects.

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of at least one criterion is sufficient for screening purposes. Therefore, the proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed project. *Therefore, the potential impacts are considered to be less than significant*.

C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Sign9ficant Impact.*

Primary vehicular access to the site will continue to be provided by two two-way driveways that provide access to the east side of Norwalk Boulevard. A maximum of 16 vehicles (passenger car equivalent) will enter the site during the peak hour through the driveways on Norwalk Boulevard from the west by making a right-turn movement. This low volume of traffic is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both directions on Norwalk Boulevard. *As a result, the impacts will be less than significant*.

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

The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. *As a no impacts will result*.

MITIGATION MEASURES

The analysis determined that the proposed CUP amendment would not result in any significant traffic impacts requiring mitigation. However, the following mitigation measures will continue to be applicable tom the proposed project:

Mitigation Measure No. 16 (Traffic Impacts). Southbound project truck traffic on Norwalk Boulevard will not be permitted to make left turns across Norwalk Boulevard onto the site. The operators will provide designated routes for ingress and egress to the facility to all truck drivers.

Mitigation Measure No. 17 (Traffic Impacts). Left-turn exits from the facility onto Norwalk Boulevard will be prohibited. Signage must be posted at the project driveways indicating left turns are prohibited.

Mitigation Measure No. 18 (Traffic Impacts). No truck parking or idling will be permitted in the Norwalk Boulevard public right-of-way. No on-street parking will be permitted on the Norwalk Boulevard frontage.

Mitigation Measure No. 19 (Traffic Impacts). The landscaping and any signage must be installed and maintained in such a manner so as not to obstruct the line of sight of vehicles exiting the facility onto Norwalk Boulevard.

3.18 TRIBAL CULTURAL RESOURCES

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? ● Less Than Significant Impact with Mitigation.*

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[79]

[79] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

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

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

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

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

B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ● Less Than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Tongva Nation and it was determined that the site may be situated in an area of high

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

MITIGATION MEASURES

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

Mitigation Measure No. 20 (Tribal/Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño-Tongva Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✖	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✖	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✖	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✖
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.[80]

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia

[80] Universal Waste Systems, LLC. CUP Application (for the) City of Santa Fe Springs. City of Santa Fe Springs Application Package for Conditional Use Permit 733 Amendment. No Date 2022 Attached Justification Documentation.

(SR-91) Freeways. The plant was placed in operation on May 25, 1950, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge.

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

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less Than Significant Impact.*

As indicated previously, the proposed project's estimated water consumption will be 19,253 gallons per day. The water consumption rate for both the processing area and the offices are 0.30 gallons per day per square-foot.[81] The future water consumption will be similar to that of the previous uses that occupied the site. The water used will be largely related to the misting equipment to control odors and fugitive dust, routine maintenance, and potable water used by employees. As a result, the project water consumption demand is not likely to exceed current levels and no impacts are anticipated. *As a result, the impacts would be less than significant.*

Table 3-9
Water Consumption (gals/day)

Use	Unit	Factor	Consumption
Manufacturing	64,178 sq. ft.	0.30 gals/day/sq. ft	19,253 gals/day
Total Consumption			19,253 gals/day

Source: Blodgett Baylosis Environmental Planning.

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

The proposed project's estimated daily effluent is 12,836 gallons per day. The proposed project's estimated water consumption will be 19,253 gallons per day. As indicated previously, all of the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code

[81] Derived from Orange County Sanitation District rates.

requirements. As a result, no sewage and/or water treatment facilities will be required to accommodate the proposed project. *As a result, the impacts would be less than significant.*

D. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● No Impact.*

As previously indicated, Table 3-9 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 4,498 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant. Table 3-10 indicates the solid waste generation for the proposed project. *No impact would result.*

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

Use	Unit	Factor	Generation
Manufacturing	64,178 sq. ft.	8.93 lbs./day/1,000 sq. ft.	573 lbs./day
Total Generation			573 lbs./day

Source: Blodgett Baylosis Environmental Planning.

E. *Would the project comply with federal, state, and local statutes and regulations related to solid waste? ● Less than Significant Impact.*

The State of California has established a 75% Statewide waste diversion target for the year 2020. The proposed project, if implemented, will assist the City is meeting its diversion rate. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

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

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a CUP Amendment to increase the processing capacity of the existing Universal Waste Systems, Inc. (UWS) facility from the current 1,500 tons per day (TPD) to 2,500 TPD, to change the facility's hours of operation, and to obtain a parking modification. In addition, an existing building will be modified to accommodate new equipment that will be required to process and recycle organic waste pursuant to SB 1383. New organic waste processing equipment will be installed in approximately 8,000 square feet of building "B" and approximately 3,000 square feet of floor area for bale storage will be maintained. The existing UWS facility is located at 9016 Norwalk Boulevard.

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

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The UWS facility is located on relatively flat land. Furthermore, the site and the adjacent properties are urbanized and there are no native or natural vegetation found within the project area. The project site is not located in any fire hazard severity zone (refer to Exhibit 3-9). The proposed project will not be exposed to certain criteria pollutant emissions generated by wildland fires given the project site's distance, more than 3 miles, to the nearest fire hazard severity zones. The potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire city as well as the surrounding cities and unincorporated county areas. *As a result, no impacts will occur.*

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

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

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

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

MITIGATION MEASURES

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

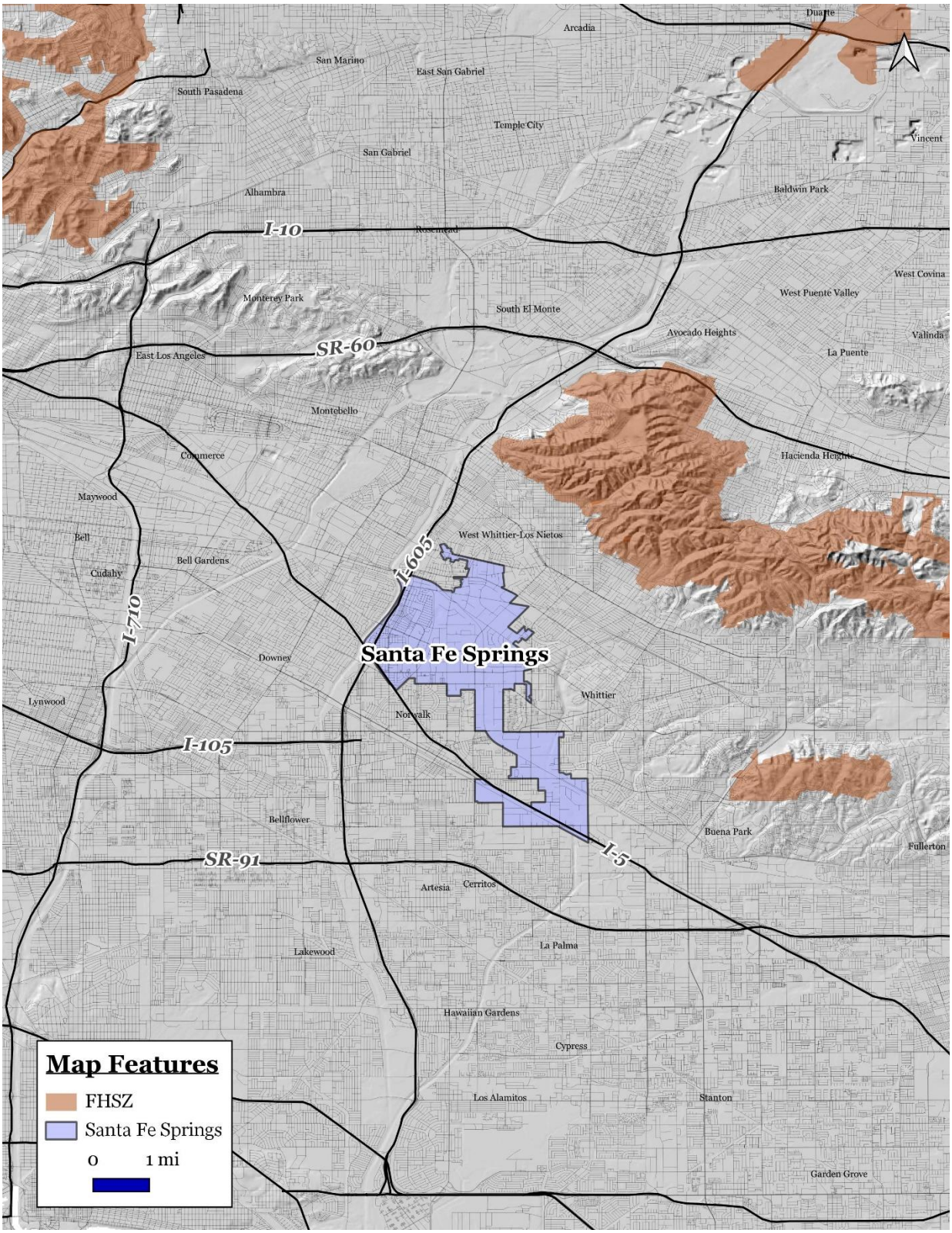


EXHIBIT 3-9 FIRE HAZARD SAFETY ZONE

Source: CALFire

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed CUP Amendment *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The approval and subsequent implementation of the proposed CUP Amendment *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The approval and subsequent implementation of the proposed CUP Amendment *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The approval and subsequent implementation of the proposed CUP Amendment *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

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SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts with the implementation of the aforementioned mitigation measures. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,

- An accountable enforcement agency or monitoring agency shall be identified for the Mitigation Measures adopted as part of the decision-maker's final determination.

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SECTION 5 - REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 S. Hacienda Boulevard, Suite 107
Hacienda Heights, California A 91745

Karla Nayakarathne, Project Manager
Marc Blodgett, Project Principal
Genesis Loyda, Administrator
Alice Ye, Business Developer

5.2 REFERENCES

References are noted using footnotes.

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APPENDICES

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APPENDIX A – AIR QUALITY WORKSHEETS

UWS - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

UWS

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	54.18	1000sqft	1.24	54,178.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - .

Grading - .

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	30.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	PhaseEndDate	11/11/2024	3/18/2024

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseEndDate	1/26/2024	12/31/2023
tblConstructionPhase	PhaseEndDate	2/5/2024	1/30/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	11/11/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/16/2024
tblGrading	AcresOfGrading	0.00	4.00
tblGrading	AcresOfGrading	14.06	1.88

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	50.4185	23.2943	20.2795	0.0438	5.8064	0.9365	6.7429	3.0193	0.8819	3.9012	0.0000	4,139.6017	4,139.6017	0.8855	0.0318	4,171.2256
Maximum	**50.4185**	**23.2943**	**20.2795**	**0.0438**	**5.8064**	**0.9365**	**6.7429**	**3.0193**	**0.8819**	**3.9012**	**0.0000**	**4,139.6017**	**4,139.6017**	**0.8855**	**0.0318**	**4,171.2256**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	50.4185	23.2943	20.2795	0.0438	5.8064	0.9365	6.7429	3.0193	0.8819	3.9012	0.0000	4,139.6017	4,139.6017	0.8855	0.0318	4,171.2256
Maximum	**50.4185**	**23.2943**	**20.2795**	**0.0438**	**5.8064**	**0.9365**	**6.7429**	**3.0193**	**0.8819**	**3.9012**	**0.0000**	**4,139.6017**	**4,139.6017**	**0.8855**	**0.0318**	**4,171.2256**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2108	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126
Energy	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937
Mobile	1.1802	1.3456	13.0168	0.0307	3.2450	0.0212	3.2662	0.8647	0.0197	0.8844		3,128.8865	3,128.8865	0.1811	0.1218	3,169.7062
Total	**2.4198**	**1.6070**	**13.2419**	**0.0323**	**3.2450**	**0.0411**	**3.2861**	**0.8647**	**0.0396**	**0.9043**		**3,442.5283**	**3,442.5283**	**0.1871**	**0.1275**	**3,485.2125**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2108	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126
Energy	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937
Mobile	1.1802	1.3456	13.0168	0.0307	3.2450	0.0212	3.2662	0.8647	0.0197	0.8844		3,128.8865	3,128.8865	0.1811	0.1218	3,169.7062
Total	**2.4198**	**1.6070**	**13.2419**	**0.0323**	**3.2450**	**0.0411**	**3.2861**	**0.8647**	**0.0396**	**0.9043**		**3,442.5283**	**3,442.5283**	**0.1871**	**0.1275**	**3,485.2125**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	12/31/2023	5	0	
2	Site Preparation	Site Preparation	1/27/2024	2/16/2024	5	15	
3	Grading	Grading	1/31/2024	1/30/2024	5	0	
4	Building Construction	Building Construction	2/6/2024	3/18/2024	5	30	
5	Paving	Paving	11/12/2024	11/11/2024	5	0	
6	Architectural Coating	Architectural Coating	11/26/2024	12/9/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 81,267; Non-Residential Outdoor: 27,089; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	23.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4022	0.0000	5.4022	2.9108	0.0000	2.9108			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437		1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.4022**	**0.4823**	**5.8845**	**2.9108**	**0.4437**	**3.3545**		**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0236	0.0152	0.2597	7.6000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		76.7466	76.7466	1.7400e-003	1.6800e-003	77.2900
Total	**0.0236**	**0.0152**	**0.2597**	**7.6000e-004**	**0.0894**	**4.8000e-004**	**0.0899**	**0.0237**	**4.4000e-004**	**0.0242**		**76.7466**	**76.7466**	**1.7400e-003**	**1.6800e-003**	**77.2900**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4022	0.0000	5.4022	2.9108	0.0000	2.9108			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437	0.0000	1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.4022**	**0.4823**	**5.8845**	**2.9108**	**0.4437**	**3.3545**	**0.0000**	**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0236	0.0152	0.2597	7.6000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		76.7466	76.7466	1.7400e-003	1.6800e-003	77.2900
Total	**0.0236**	**0.0152**	**0.2597**	**7.6000e-004**	**0.0894**	**4.8000e-004**	**0.0899**	**0.0237**	**4.4000e-004**	**0.0242**		**76.7466**	**76.7466**	**1.7400e-003**	**1.6800e-003**	**77.2900**

UWS - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

UWS - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.4200e-003	0.3308	0.1243	1.6100e-003	0.0576	1.8300e-003	0.0595	0.0166	1.7500e-003	0.0183		174.4046	174.4046	6.5500e-003	0.0253	182.1186
Worker	0.0679	0.0438	0.7465	2.1800e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		220.6465	220.6465	4.9900e-003	4.8200e-003	222.2086
Total	**0.0773**	**0.3745**	**0.8709**	**3.7900e-003**	**0.3147**	**3.2200e-003**	**0.3179**	**0.0848**	**3.0300e-003**	**0.0878**		**395.0511**	**395.0511**	**0.0115**	**0.0302**	**404.3273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.4200e-003	0.3308	0.1243	1.6100e-003	0.0576	1.8300e-003	0.0595	0.0166	1.7500e-003	0.0183		174.4046	174.4046	6.5500e-003	0.0253	182.1186
Worker	0.0679	0.0438	0.7465	2.1800e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		220.6465	220.6465	4.9900e-003	4.8200e-003	222.2086
Total	**0.0773**	**0.3745**	**0.8709**	**3.7900e-003**	**0.3147**	**3.2200e-003**	**0.3179**	**0.0848**	**3.0300e-003**	**0.0878**		**395.0511**	**395.0511**	**0.0115**	**0.0302**	**404.3273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	50.2230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**50.4038**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0148	9.5200e-003	0.1623	4.7000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		47.9666	47.9666	1.0900e-003	1.0500e-003	48.3062
Total	**0.0148**	**9.5200e-003**	**0.1623**	**4.7000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**47.9666**	**47.9666**	**1.0900e-003**	**1.0500e-003**	**48.3062**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	50.2230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**50.4038**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0148	9.5200e-003	0.1623	4.7000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		47.9666	47.9666	1.0900e-003	1.0500e-003	48.3062
Total	**0.0148**	**9.5200e-003**	**0.1623**	**4.7000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**47.9666**	**47.9666**	**1.0900e-003**	**1.0500e-003**	**48.3062**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1802	1.3456	13.0168	0.0307	3.2450	0.0212	3.2662	0.8647	0.0197	0.8844		3,128.8865	3,128.8865	0.1811	0.1218	3,169.7062
Unmitigated	1.1802	1.3456	13.0168	0.0307	3.2450	0.0212	3.2662	0.8647	0.0197	0.8844		3,128.8865	3,128.8865	0.1811	0.1218	3,169.7062

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	212.92	347.82	275.77	1,067,965	1,067,965
Total	212.92	347.82	275.77	1,067,965	1,067,965

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.543401	0.061496	0.184986	0.128935	0.023820	0.006437	0.011961	0.008652	0.000812	0.000508	0.024540	0.000745	0.003706

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937
NaturalGas Unmitigated	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	2665.85	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937
Total		**0.0288**	**0.2614**	**0.2195**	**1.5700e-003**		**0.0199**	**0.0199**		**0.0199**	**0.0199**		**313.6299**	**313.6299**	**6.0100e-003**	**5.7500e-003**	**315.4937**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	2.66585	0.0288	0.2614	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199		313.6299	313.6299	6.0100e-003	5.7500e-003	315.4937
Total		**0.0288**	**0.2614**	**0.2195**	**1.5700e-003**		**0.0199**	**0.0199**		**0.0199**	**0.0199**		**313.6299**	**313.6299**	**6.0100e-003**	**5.7500e-003**	**315.4937**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2108	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126
Unmitigated	1.2108	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0727					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126
Total	**1.2108**	**5.0000e-005**	**5.5200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0119**	**0.0119**	**3.0000e-005**		**0.0126**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0727					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0119	0.0119	3.0000e-005		0.0126
Total	**1.2108**	**5.0000e-005**	**5.5200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0119**	**0.0119**	**3.0000e-005**		**0.0126**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B – UTILITIES AND ENERGY WORKSHEETS

INTRODUCTION TO ENERGY SCREENING TABLES

The following worksheets are used to evaluated the potential impacts of a project.

Table 1 Definition of Project
This Table is used to establish the proposed development parameters that are used the calculation of energy usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts
Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 4 Calculation of Project Impacts
Tables 3 through 4 indicate the results of the analysis.
Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.
Table 4 Natural Gas Consumption - This Table calculates the projected natural gas useagefor new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: UWS

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	**Variable**	**Total Units**
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	**Variable**	**Floor Area/Rooms**
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	64,178
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	0
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Energy Consumption and Generation

Summary of Project Impacts **- Results of analysis identified below. No modifications should be made to this Table.**

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	844
Natural Gas Consumption	cubic feet/day	826

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	kWh	Variable	kWh/Unit/Day
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	Sq. Ft./Rooms	kWh	Variable	kWh/Sq. Ft./Day
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	64,178	4.80	kWh/Sq. Ft./Year	844.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	0	4.80	kWh/Sq. Ft./Year	0.0
Public/Institutional	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				844.0

Sources:
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0	2.90	Cu. Ft./Mo./Room	0.0
Manufacturing Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	64,178	4.70	Cu. Ft./Mo./Sq. Ft.	826.4
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				826.4

Sources:
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluated the potential impacts of a project.

Table 1 Definition of Project
This Table is used to establish the proposed development parameters that are used the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts
Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 7 Calculation of Project Impacts
Tables 3 through 7 indicate the results of the analysis.
Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.
Table 4 Natural Gas Consumption - This Table calculates the projected natural gas useagefor new development. Default generation rates provided in the shaded areas may be changed.
Table 5 Water Consumption - This Table calculates the projected water consumption ratesfor new development. Default generation rates provided in the shaded areas may be changed.
Table 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.
Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: UWS

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	**Variable**	**Total Units**
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	**Variable**	**Floor Area/Rooms**
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	64,178
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	0
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

Summary of Project Impacts **- Results of analysis identified below. No modifications should be made to this Table.**

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	844
Natural Gas Consumption	cubic feet/day	826
Water Consumption	gallons/day	19,253
Sewage Generation	gallons/day	12,836
Solid Waste Generation	pounds/day	573

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**kWh**	**Variable**	**kWh/Unit/Day**
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	**Sq. Ft./Rooms**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	40.20	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	64,178	4.80	kWh/Sq. Ft./Year	844.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	0	4.80	kWh/Sq. Ft./Year	0.0
Public/Institutional	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				844.0

Sources:
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	209.99	kBtu/Sq. Ft./year	0.0
Hotel	0	2.90	Cu. Ft./Mo./Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	64,178	4.70	Cu. Ft./Mo./Sq. Ft.	826.4
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Public/Institutional Use	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				826.4

Sources:
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Water**	**Variable**	**Gals./Day**
Single-Family Residential	0	390.00	Gals./Day/Unit	0.0
Medium Density Residential	0	300.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	234.00	Gals./Day/Unit	0.0
Mobile Home	0	234.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Office	0	0.30	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.30	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.30	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.15	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Room**	**Gals. of Water**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.15	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.15	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.20	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.50	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.50	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.12	Gals./Day/Sq. Ft.	0.0
Hotel	0	187.50	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Industrial Park	0	0.30	Gals./Day/Sq. Ft.	0.0
Manufacturing	64,178	0.30	Gals./Day/Sq. Ft.	19,253.4
General Light Industry	0	0.30	Gals./Day/Sq. Ft.	0.0
Warehouse	0	0.05	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Public/Institutional	0	0.12	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.12	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				19,253.4

Sources:

Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Single-Family Residential	0	260.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	156.00	Gals./Day/Unit	0.0
Mobile Home	0	156.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Office	0	0.20	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.20	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.20	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.10	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.13	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.33	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.00	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	125	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Industrial Park	0	0.20	Gals./Day/Sq. Ft.	0.0
Manufacturing	64,178	0.20	Gals./Day/Sq. Ft.	12,835.6
General Light Industry	0	0.20	Gals./Day/Sq. Ft.	0.0
Warehouse	0	0.03	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				12,835.6

Source: Los Angeles County Sanitation Districts.

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	**No. of Units**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Single-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Medium Density Residential	0	12.23	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Mobile Home	0	12.23	Lbs./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0	6.00	Lbs./Day/Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Industrial Park	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	64,178	8.93	Lbs./Day/1,000 Sq. Ft.	573.1
General Light Industry	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				573.1

Source: City of Los Angeles CEQA Thresholds Guide, 2006, and
City of Los Angeles Average Solid Waste Generation Rates, April 1981

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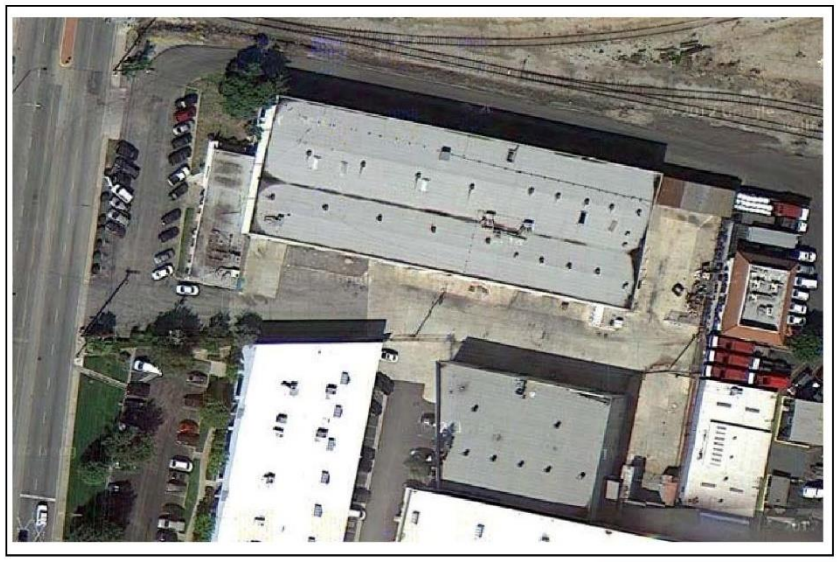
APPENDIX C – TRAFFIC STUDY

TRAFFIC IMPACT ANALYSIS



UNIVERSAL WASTE SYSTEMS
MATERIAL RECOVERY FACILITY
AND TRANSFER STATION
2,500 TONS PER DAY

City of Santa Fe Springs, CA

arch beach
CONSULTING

March 11, 2013

TRAFFIC IMPACT ANALYSIS

UNIVERSAL WASTE SYSTEMS
MATERIAL RECOVERY FACILITY (MRF)
AND TRANSFER STATION
2,500 TONS PER DAY (TPD)

City of Santa Fe Springs, California

Prepared by

arch beach
CONSULTING

Project No. 12-019
March 11, 2013

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Appendix B – Raw Traffic Volume Count Sheets
Appendix C – Intersection Level of Service Worksheets

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1.0 INTRODUCTION

The following presents the traffic impact analysis (TIA) prepared by Arch Beach Consulting for the proposed Universal Waste Systems (UWS) material recovery facility (MRF) and transfer station proposed in the City of Santa Fe Springs (City). The project site is located at 9016 Norwalk Boulevard in the north-central portion of the City. The project site is currently used as UWS' truck storage yard and maintenance facility, and two existing warehouse buildings totaling 38,000 square feet. The proposed project would operate as a MRF and transfer station with a capacity of 2,500 tons per day (TPD). The 2,500 TPD of materials would be received and processed at the site, then materials would be transferred to other processing facilities or regional landfills.

The following TIA has been prepared based on the requirements of the City's Public Works Department and the California Environmental Quality Act (CEQA).

Purpose and Objectives of the Traffic Study

The purpose of this TIA is to evaluate the traffic and circulation impacts of the proposed project. The study objectives of this traffic study include:

- Establish the existing baseline traffic conditions.
- Develop the projected future baseline conditions without the project by considering the cumulative effects of regional growth and traffic generated by other development projects in the study vicinity (if any).
- Estimate the level of traffic that would be generated by the proposed development.
- Conduct a comparative analysis of traffic conditions with and without the project.
- Analyze on-site circulation and queuing with project traffic.
- Identify potential mitigation measures/roadway improvements (if required).

This analysis is based on the weekday a.m. and p.m. peak hours of commuter traffic on the adjacent street network. Peak hour traffic counts by axle-classification (passenger cars, 2-axle trucks, and 3+-axle trucks) were collected in mid-November 2012, before the Thanksgiving holiday, on a typical weekday (Tuesday, Wednesday, or Thursday) from 7:00 a.m. to 9:00 a.m. during the a.m. peak period, and 4:00 p.m. to 6:00 p.m. during the p.m. peak period.

Site Location and Study Area

Regional access to the site is provided by the San Gabriel River Freeway (I-605), which traverses the western border of the City in a north-south direction, and the Santa Ana Freeway (I-5), which is situated in a northwest-southeast orientation along the southern boundary of Santa Fe Springs. Major thoroughfares surrounding the project site include Norwalk Boulevard and Pioneer Boulevard, both of which are oriented in a north-south direction. Other major east-west oriented arterials surrounding the project site include Slauson Avenue and Telegraph Road. The project site is located in an industrial area on the east side of Norwalk Boulevard, between Perkins Avenue and Los Nietos Road. Primary vehicular access to the project site is provided by two existing (unsignalized) driveways on Norwalk Boulevard.

Figure 1 illustrates the project site location and study area roadways and intersections. Based on the proposed truck routes of the proposed project, the study area intersections are as follows:

1. Pioneer Boulevard/I-605 northbound on-ramp
2. Pioneer Boulevard/I-605 northbound off-ramp
3. I-605 southbound off-ramp/Slauson Avenue

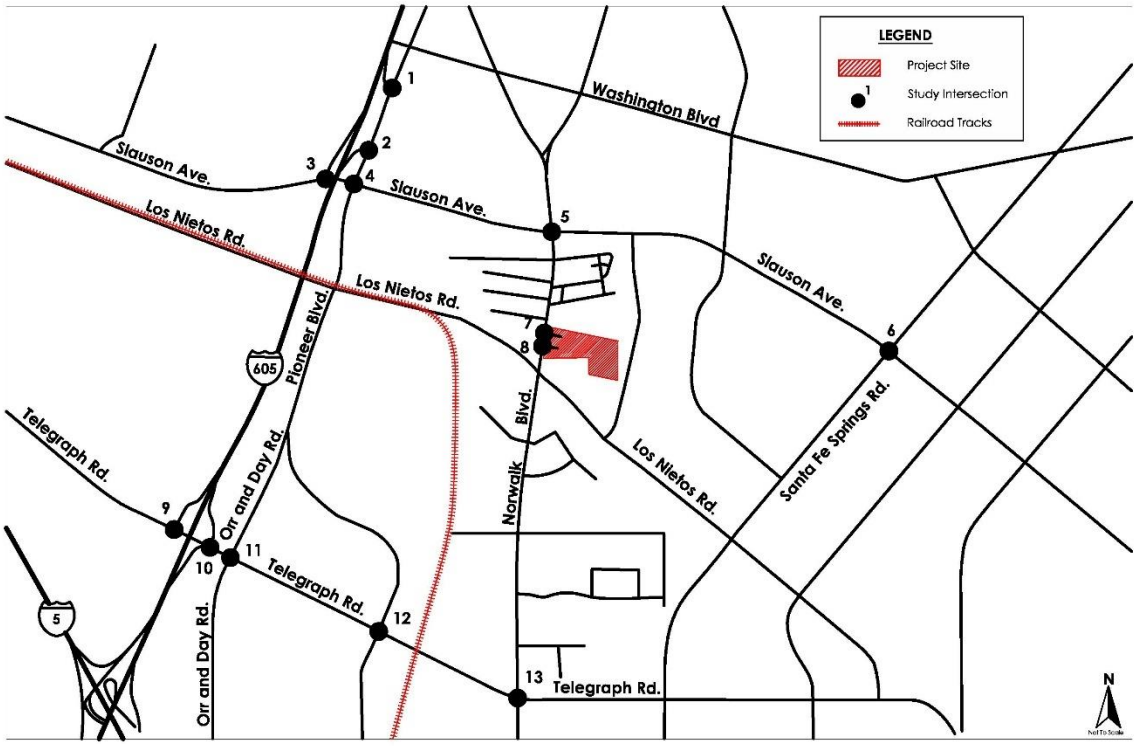

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Figure 1
Project Site Location
and Study Area

4. Pioneer Boulevard/Slauson Avenue
5. Norwalk Boulevard/Slauson Avenue
6. Santa Fe Springs Road/Slauson Avenue
7. Norwalk Boulevard/Project North Driveway
8. Norwalk Boulevard/Project South Driveway
9. I-605 southbound off-ramp/Telegraph Road
10. I-605 northbound ramps/Telegraph Road
11. Orr and Day Road/Telegraph Road
12. Pioneer Boulevard/Telegraph Road
13. Norwalk Boulevard/Telegraph Road

Methodology

The study area intersections were analyzed using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections, or the *Highway Capacity Manual* (HCM) "Operations" methodology for unsignalized intersections. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized intersection was analyzed using the HCM methodology. The HCM method determines the average control delay a driver may experience at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections are shown in Table A. Table B below provides detailed descriptions of each level of service.

Table A – Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 15.0 seconds
C	0.71 – 0.80	15.1 – 25.0 seconds
D	0.81 – 0.90	25.1 – 35.0 seconds
E	0.91 – 1.00	35.1 – 50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Freeway Mainline Segments – Congestion Management Program

Per the Los Angeles County Congestion Management Program (CMP), freeway mainline segments where the proposed project would add 150 or more peak hour trips are required to be analyzed for levels of service through the CMP "Demand-to-Capacity" (D/C) calculations. However, based on the assumed distribution of project-generated traffic, the project would not add 150 or more peak hour trips to the CMP freeway monitoring locations along the I-605. Therefore, a CMP freeway analysis is not required.

Table B – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Significance Criteria

Per the City of Santa Fe Springs General Plan Circulation Element, LOS D is the minimum acceptable level of service standard for intersections within the City. However, the Circulation Element indicates that I-605 interchanges at Telegraph Road and Washington Boulevard are exempt from the LOS D standard. So, when an intersection that is forecast to operate at LOS D or better in the baseline condition becomes LOS E or F with the addition of the project traffic, the proposed project would create a significant impact.

In addition, per the Los Angeles County *Traffic Impact Analysis Report Guidelines*, a project would have a significant impact if it resulted in an increase in the V/C ratio of a signalized intersection operating at LOS C, D, E, or F per the increases noted below in Table C.

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, mitigation measures will be provided to bring the intersection LOS back to baseline (i.e., "before project") LOS levels.

Table C – Significance Criteria

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	equal to or greater than 0.040
D	> 0.800 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Source: Los Angeles County *Traffic Impact Analysis Report Guidelines*, 1997.

Traffic Analysis Scenarios

This traffic study analyzed the following traffic scenarios:

Existing Condition

Existing a.m. and p.m. peak hour peak hour traffic volumes were collected at the study area intersections in mid-November 2012, before the Thanksgiving holiday, from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. for a typical weekday. The existing traffic scenario constitutes the environmental setting in accordance with the CEQA analysis at the time that the hearing body reviews the proposed project.

Existing plus Project Condition

The Existing plus Project Condition traffic was developed by adding the proposed project traffic to the Existing Baseline Condition. This scenario is the basis for determining project-specific impacts and mitigation measures.

Opening Year 2014 Baseline Condition

The proposed project is anticipated to be built and fully operational by year 2014. Opening year traffic in this scenario was forecast for 2014 by applying an annual ambient growth rate of one percent per year to the existing traffic volumes to account for ambient traffic growth and traffic from cumulative development. Based on review of Los Angeles County CMP growth rates (Appendix D of 2010 CMP, Exhibit D-1), the annual growth rate for the study area (within the West Covina Regional Statistical Area) is 0.46 percent per year.

Opening Year 2014 plus Project Condition

The Opening Year 2014 plus Project Condition traffic was developed by adding the proposed project traffic to the Opening Year 2014 Baseline Condition. This scenario is also the basis for determining project-specific impacts and mitigation measures.

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2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the proposed project relative to the local and regional circulation network.

Project Description

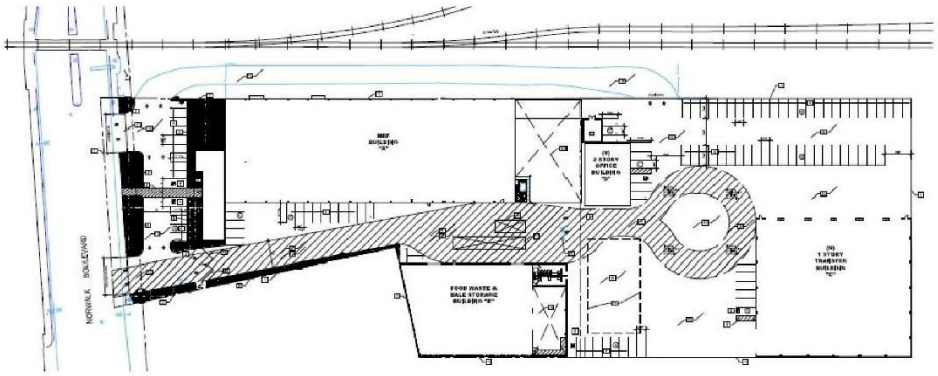
Figure 2 illustrates the site plan of the proposed project. The primary function of the proposed project will be to receive, process, recycle, and transfer curb-side recyclables and municipal solid waste (MSW). Incoming waste and recyclables collection trucks will enter the site using a dedicated lane. The trucks will then proceed to the automated scale where the loads will be weighed. After being weighed, the trucks will proceed to fully enclosed receiving buildings where the loads will be unloaded or "tipped" in designated areas (source separated recyclables and MSW). The unloaded, empty trucks will exit the facility onto Norwalk Boulevard. The MSW will be floor-sorted for removal of wood and metal. The waste will then be loaded into transfer trucks and hauled to landfills for disposal. The source separated recyclables will be tipped in a separate building and processed through both manual and automated sorting equipment where other recyclable materials such glass, paper, cardboard, metal, and plastic will be removed. The recovered materials (metals, plastic, cardboard, etc.) will then be baled and stored until these materials are loaded onto trucks or shipping containers for transport out of the facility to those businesses that will use the recycled products. Residual solid waste that cannot be recycled will be loaded into transfer trucks for disposal at area landfills or transformation facilities. Other related operational elements of the proposed project are outlined below:

- The facility will be open to the public from 7:00 a.m. to 7:00 p.m. Monday through Saturday. Operations within the facility will be conducted from 6:00 a.m. to 10:00 p.m. Monday through Saturday. The facility will be closed on Sundays and some national holidays, except for possible maintenance activities.
- The facility will employ approximately 96 persons with a maximum number of 46 employees on-site during the maximum shift.
- The facility's total maximum permitted daily processing capacity will be 2,500 tons per day.

The existing UWS truck storage and maintenance yard on the project site would be relocated to another site to accommodate the proposed MRF and transfer station. The proposed MRF self-haul patrons, collection/transfer/commodities trucks, and line employees would access the site from the existing southern driveway (unsignalized) on Norwalk Boulevard. Administrative employees and visitors would access the site from the existing northern driveway (unsignalized) on Norwalk Boulevard. Both of these driveways would be converted to right turn in/out only driveways. Left turns across Norwalk Boulevard at both driveways would be restricted, and not allowed.

Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities.



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Not To Scale

Source: FUUTe Rubio & Associates, May 2012.

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Figure 2
Project Site Plan

Trip Generation

Trip generation estimates for the proposed project were developed based on the operations at the existing UWS truck storage and maintenance facility (to be credited for existing trips generated), and the long-term permanent MRF and transfer station operations information provided by the Project Applicant. Data used in the trip generation analysis included existing entering and exiting a.m. and p.m. peak period counts at the existing truck facility (conducted on November 15, 2012), and the specific types of vehicles used at the proposed MRF (classified as passenger car, 2 axle collector trucks, and 3+ axle transfer and commodity trucks).

Passenger Car Equivalent (PCE) Factor

To properly assess the truck traffic generated by the existing and proposed operations of the project site against intersection capacity during the a.m. and p.m. peak commute hours, which contain primarily passenger cars, a Passenger Car Equivalence (PCE) factor was applied to all trucks generated by the existing truck facility and proposed MRF and transfer station project. The PCE factors used in this TIA were based on PCE factors contained in the Caltrans *Highway Design Manual* (HDM). A PCE factor of 2.0 was applied to 2 or 3 axle medium trucks (i.e., one medium truck is equivalent to two passenger cars) such as the collection trucks; and, a PCE factor of 3.0 was applied to greater than 3 axle heavy trucks (i.e., one heavy truck is equivalent to three passenger cars) such as the transfer and commodities trucks.

Proposed MRF Expansion

The project proposes a new MRF and transfer station with a capacity of 2,500 TPD. The Project Applicant provided the proposed operations, including the number of employees per shift over a 12-hour period, which determined the anticipated number of staff and visitor trips destined to the proposed MRF site. Furthermore, specific trip information on the new addition of collection trucks, transfer trucks, and commodities trucks were also provided by the Project Applicant. Appendix A contains the hourly operational trip generation information of the proposed project.

Based on the operational data the proposed project would generate approximately 1,178 daily trips, 28 a.m. peak hour trips (17 inbound and 11 outbound), and 66 p.m. peak hour trips (33 inbound and 33 outbound). Utilizing a passenger-car equivalence (PCE) factor of 2.0 PCE for collection trucks and 3.0 PCE for transfer and commodities trucks, the proposed project trip generation in PCE is approximately 2,220 PCE daily trips, 52 PCE a.m. peak hour trips (29 inbound and 23 outbound), and 106 PCE p.m. peak hour trips (53 inbound and 53 outbound).

Existing Truck Storage and Maintenance Facility

The existing UWS truck storage and maintenance yard on the project site would be relocated to another site to accommodate the proposed MRF and transfer station. All trips associated with the existing operations on site would be removed and relocated, except for approximately 20 percent of the current employees which would remain and work at the new MRF and transfer station.

Based on existing traffic counts collected at the existing north driveway of the existing UWS truck storage and maintenance facility (on the project site), the existing UWS facility generates approximately 17 a.m. peak hour trips (9 inbound and 8 outbound), and 19 p.m. peak hour trips (9 inbound and 10 outbound). Utilizing a passenger-car equivalence (PCE) factor of 2.0 PCE for collection trucks and 3.0 PCE for transfer and commodities trucks, the existing UWS facility trip generation in PCE is approximately 23 PCE a.m. peak hour trips (9 inbound and 14 outbound), and 19 PCE p.m. peak hour trips (9 inbound and 10 outbound). It should be noted that there were no truck trips generated during the p.m. peak hour. These trips, less the 20 percent of

employees who would remain on-site with the proposed project, would be credited from the existing street network.

A summary of the project trip generation is presented in Table D.

Trip Distribution and Assignment

The operation of the proposed MRF expansion would have different types of vehicles and trip purposes, originating and destined to various areas in the region. As shown in the project trip generation, self-haul public trips, collection truck trips, commodity and transfer truck trips, employee/visitor trips would be destined to, and originating from, the project site. Therefore, separate trip distribution percentages were established for the different types of project trips.

The trip distribution percentages at each intersection were applied to the proposed project's a.m. and p.m. peak hour trip generation estimates to calculate the project trip assignment (i.e., turn movement volumes that the project would generate at each study area intersection). Figures 3, 4, 5, and 6 illustrate the different trip distribution percentages and resulting trip assignments (non-PCE) for self-haul and employees; collection truck trips; transfer truck trips; and, commodities truck trips, respectively.

As shown in Figure 3, self-haul (public) and employee trips would have a distribution pattern similar to peak hour commute passenger car traffic with traffic spread throughout the study area, including all local and regional transportation facilities. As shown in Figure 4, collection trucks would primarily be destined to local service areas via local arterials and I-605 north- and southbound via Washington Boulevard. As shown in Figure 5, transfer trucks, which generally enter the site empty and leave with loads of residual MSW, would primarily be destined to landfills in Los Angeles County located northwest of the project site. A majority of the transfer trucks would use the I-605/Washington Boulevard intersection to access I-605, while 50 percent of the inbound transfer truck trips would use the I-605/Slauson Avenue interchange to access the project site. As shown in Figure 6, commodities trucks, which generally enter the site empty and leave with loads of commodities, would primarily be destined to the Ports of Los Angeles and/or Long Beach located to the south of the project site. Approximately 80 percent would use the I-605/Washington Boulevard interchange to access I-605 southbound, while the other 20 percent would use the same interchange to access I-605 northbound.

Figure 7 illustrates the trip credits for the existing trips that would be removed from the current UWS truck storage yard and maintenance facility, less the 20 percent of employees that would remain on the project site. This trip assignment is shown in PCE trips.

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Table D - Project Trip Generation Estimates

Land Use	Size/Unit	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
EXISTING TRIP GENERATION							
Existing UWS Truck Storage and Maintenance Facility	--	**9**	**8**	**17**	**9**	**10**	**19**
- staff and visitors		9	4	13	9	10	19
- collection trucks		0	2	2	0	0	0
- transfer/commodities trucks		0	2	2	0	0	0
EXISTING SITE TRUCK TRAFFIC							
- collection trucks @ 2.0 PCE		0	4	4	0	0	0
- transfer/commodities trucks @ 3.0 PCE		0	6	6	0	0	0
TOTAL EXISTING SITE TRAFFIC @ 80% STAFF		**7**	**7**	**14**	**7**	**8**	**15**
TOTAL EXISTING SITE TRAFFIC @ 80% STAFF IN PCEs		**7**	**13**	**20**	**7**	**8**	**15**
PROPOSED TRIP GENERATION							
Proposed MRF	**2,500 TPD**	**17**	**11**	**28**	**33**	**33**	**66**
- staff and visitors		6	0	6	0	0	0
- Self-Haul (public)		1	1	2	14	14	28
- collection trucks		8	8	16	18	18	36
- transfer trucks		2	2	4	1	1	2
- commodities trucks		0	0	0	0	0	0
PROPOSED PROJECT TRUCK TRAFFIC							
- collection trucks @ 2.0 PCE		16	16	32	36	36	72
- transfer/commodities trucks @ 3.0 PCE		6	6	12	3	3	6
- commodities trucks		0	0	0	0	0	0
TOTAL PROPOSED PROJECT		**17**	**11**	**28**	**33**	**33**	**66**
TOTAL PROPOSED PROJECT IN PCEs		**29**	**23**	**52**	**53**	**53**	**106**
TOTAL NET TRAFFIC (PROPOSED - EXISTING)		**10**	**4**	**14**	**26**	**25**	**51**
TOTAL NET TRAFFIC (PROPOSED - EXISTING) IN PCEs		**22**	**10**	**32**	**46**	**45**	**91**

Notes: Trip generation estimates based on trip generation analysis provided by Applicant (see Appendix A).
TPD - Tons per Day
PCE - Passenger-Car Equivalency factor

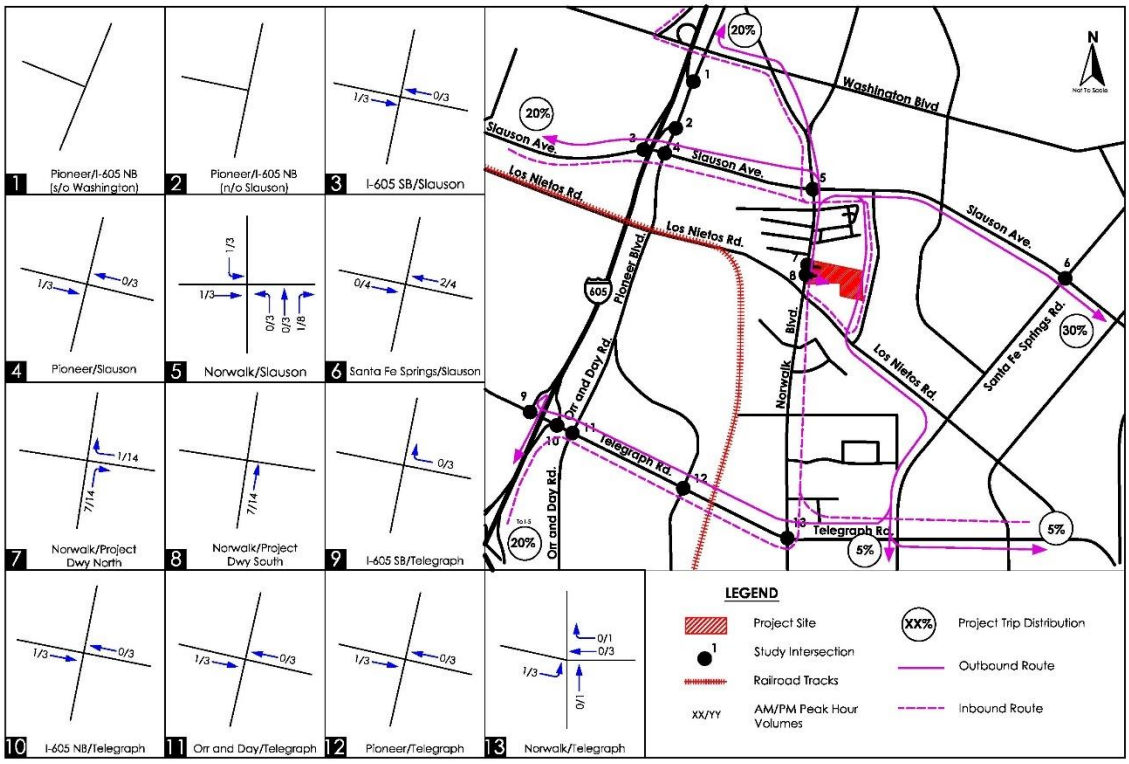

Figure 3
Self Haul and Employee
Trip Distribution and Assignment

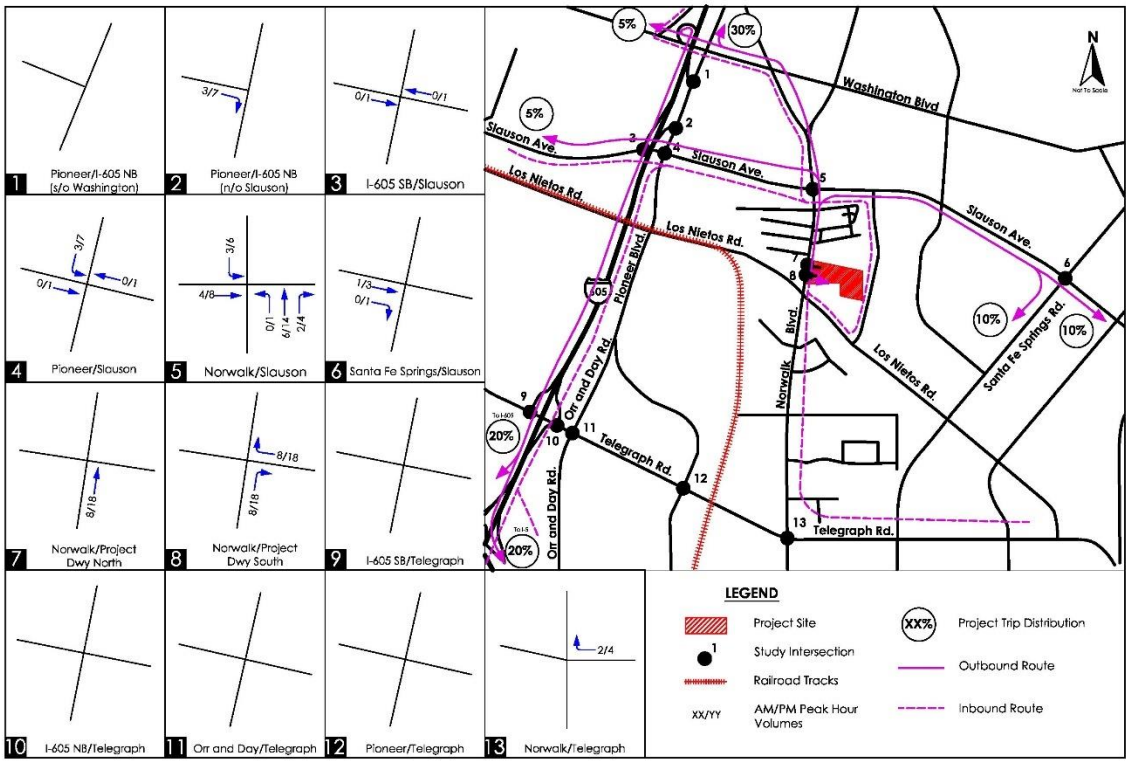

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Figure 4
Collection Trucks
Trip Distribution and Assignment

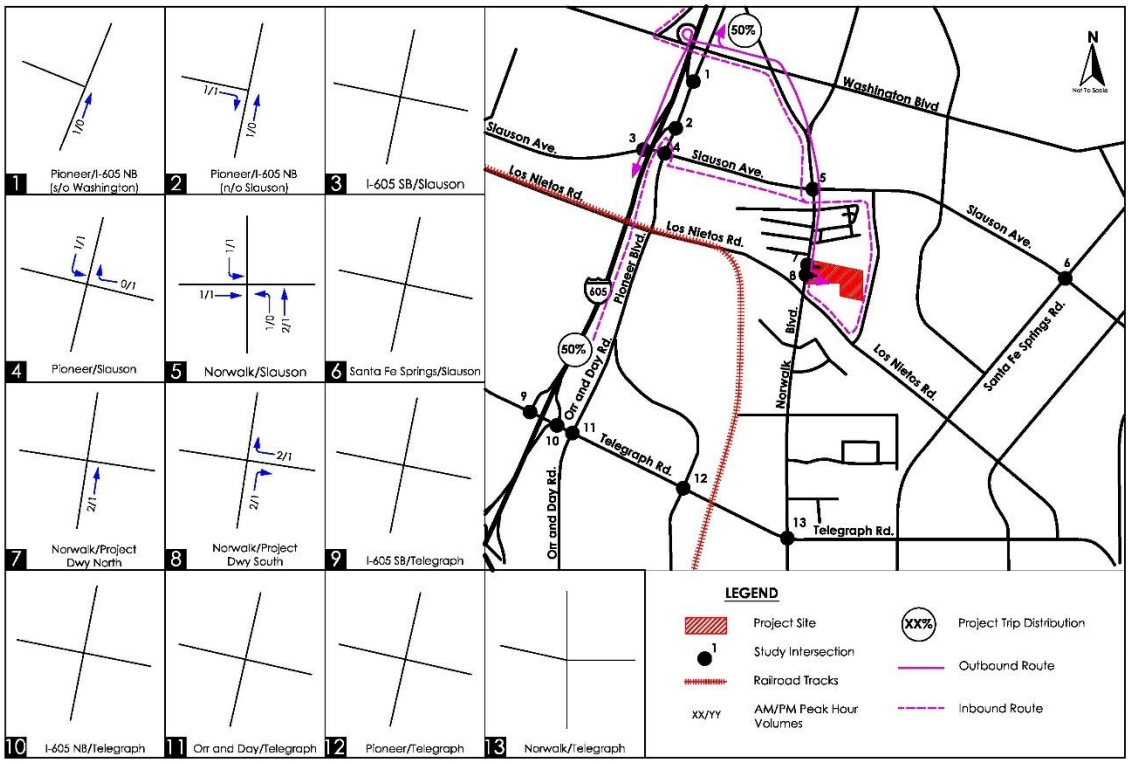

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Figure 5
Transfer Trucks
Trip Distribution and Assignment

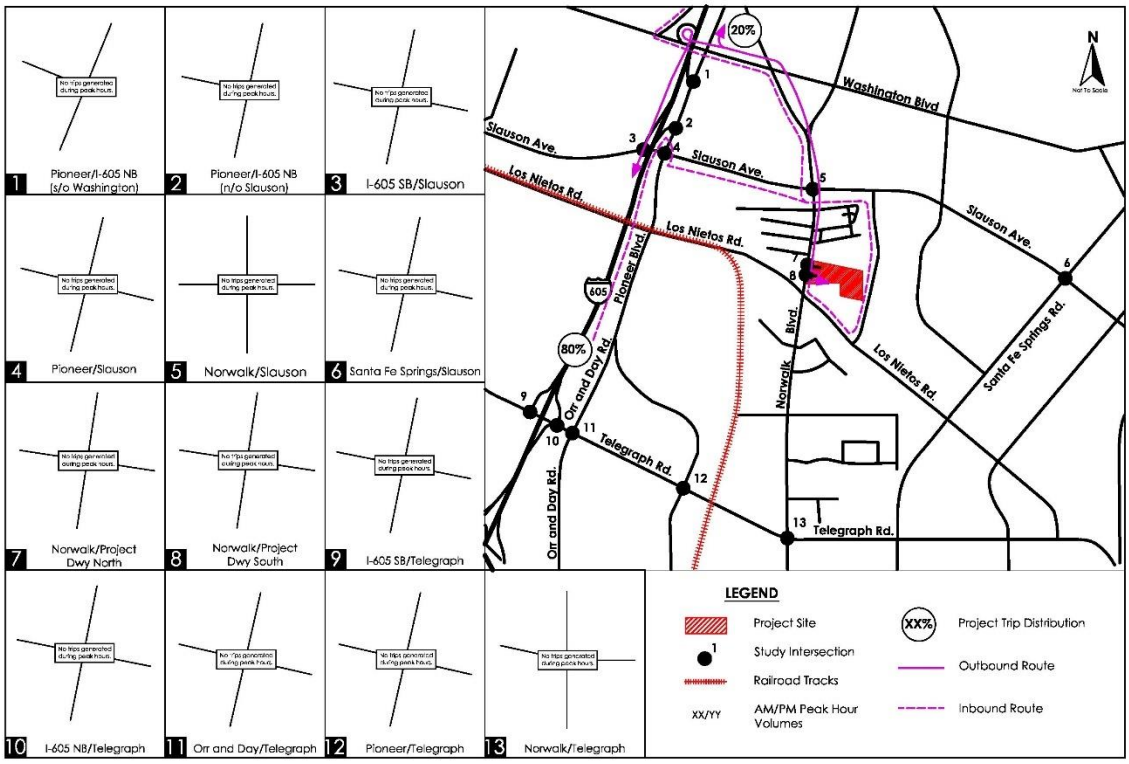

Figure 6
Commodities Trucks
Trip Distribution and Assignment

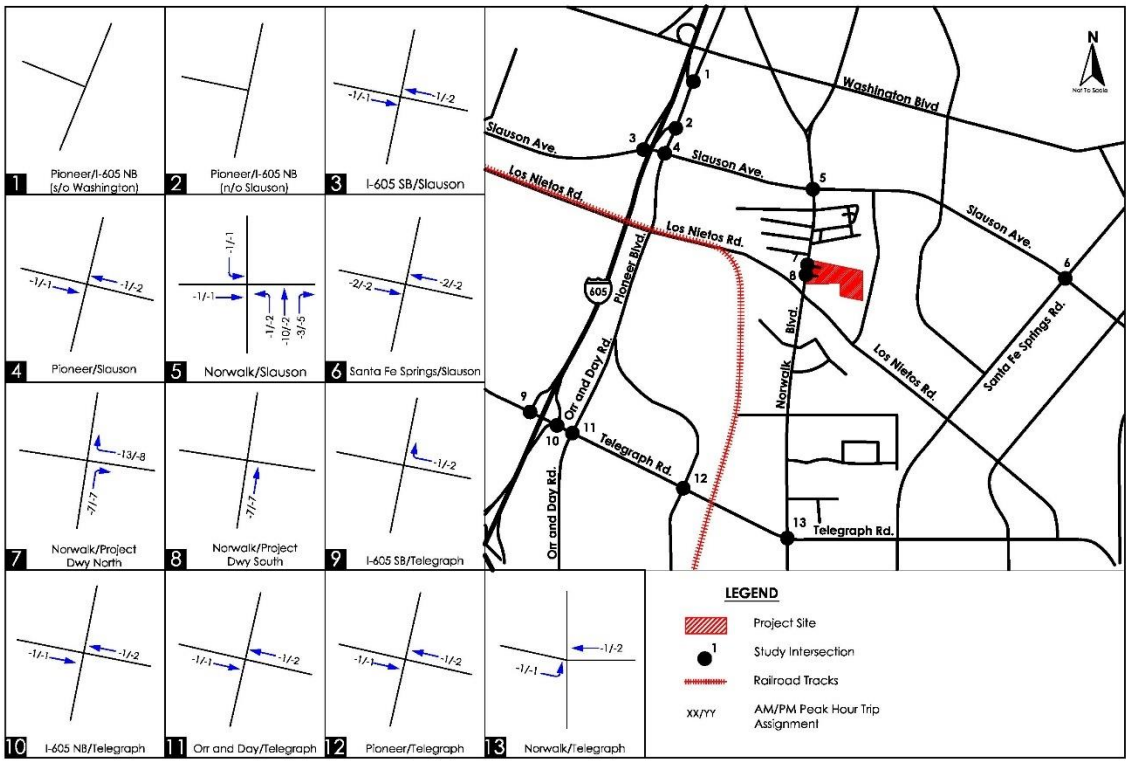

Figure 7
Existing Site Trip Credits
(adjusted for PCE)

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3.0 EXISTING CONDITIONS ANALYSIS

The following section describes the existing traffic conditions in the project study area. Existing weekday a.m. and p.m. peak hour traffic volumes were collected in mid-November May 2012 at the study area intersections.

Existing Conditions

Intersection Geometrics and Traffic Volumes

Figure 8 illustrates the existing traffic controls and lane geometrics at the study area intersections. Existing weekday a.m. and p.m. hour traffic volumes were collected with vehicle axle-classifications, in mid-November 2012 at the study area intersections. Figure 9 illustrates the existing weekday a.m. and p.m. peak hour traffic volumes in PCE at the study intersections. The raw traffic volume count sheets are provided in Appendix B.

The raw traffic volumes indicate number of existing passenger-cars and pickup trucks; two-axle medium trucks (collection trucks and other similarly sized trucks); and, three+ axle heavy trucks (transfer and commodities trucks). This information was used for passenger-car equivalence factors (PCEs). For purposes of the intersection peak hour level of service analyses, all existing (baseline) traffic volumes were converted to PCE volumes to provide for an "apples to apples" analysis.

Levels of Service Analysis

Based on the analysis methodology described in Section 1.0, the existing weekday a.m. and p.m. peak hour traffic volumes (in PCE) were input into the *Traffix* LOS software to determine the existing intersection V/C ratios and resulting LOS values. Table E presents the results of the existing intersection LOS analysis for the weekday a.m. and p.m. peak hours. The LOS calculation sheets are provided in Appendix C.

Based on the existing weekday a.m. and p.m. peak hour LOS analysis, all study area intersections are currently operating with satisfactory LOS at LOS D or better in the a.m. and p.m. peak hours, with exception to the following intersections:

- Pioneer Boulevard/I-605 northbound off-ramp (LOS F in both peak hours)
- I-605 southbound off-ramp/Slauson Avenue (LOS E in a.m. peak hour)
- Pioneer Boulevard/Slauson Avenue (LOS E in a.m. peak hour)
- Orr and Day Road/Telegraph Road (LOS F in a.m. peak hour and LOS E in p.m. peak hour)

The intersections of the I-605 north- and southbound ramps at Telegraph Road are currently operating at LOS E in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D), however per the City's Circulation Element, these intersections are exempt from the LOS D standard.

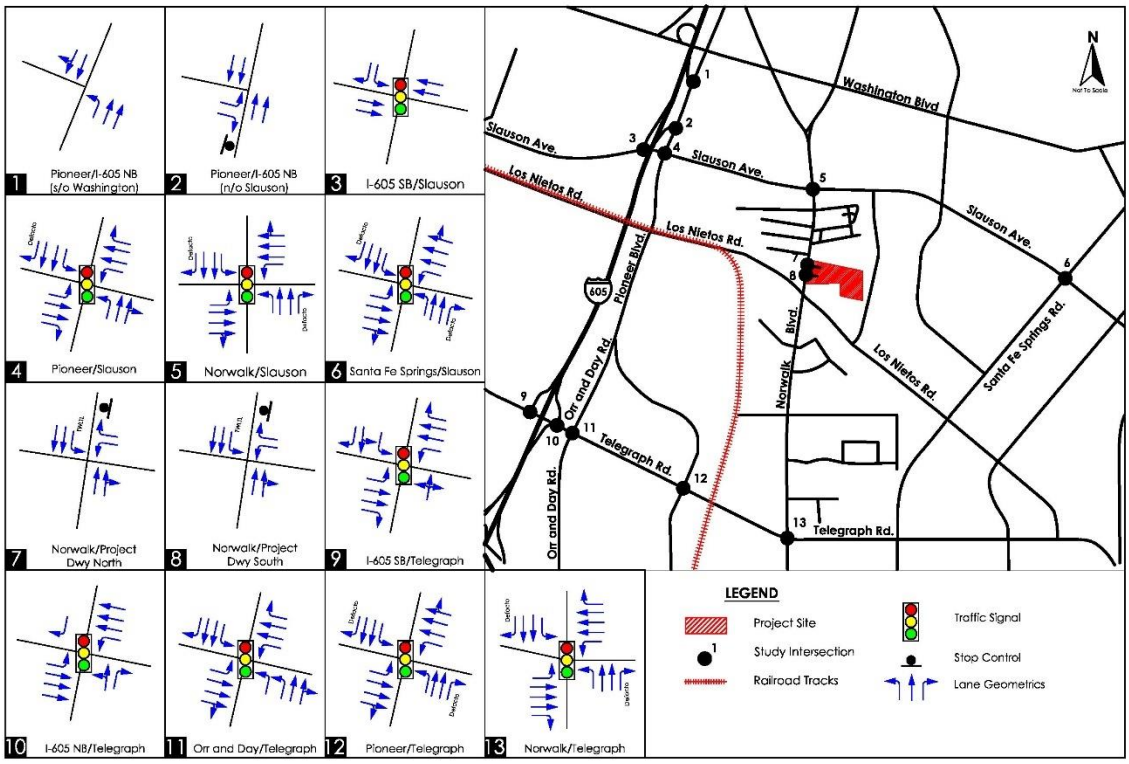

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Figure 8
Existing Traffic Controls and Geometrics

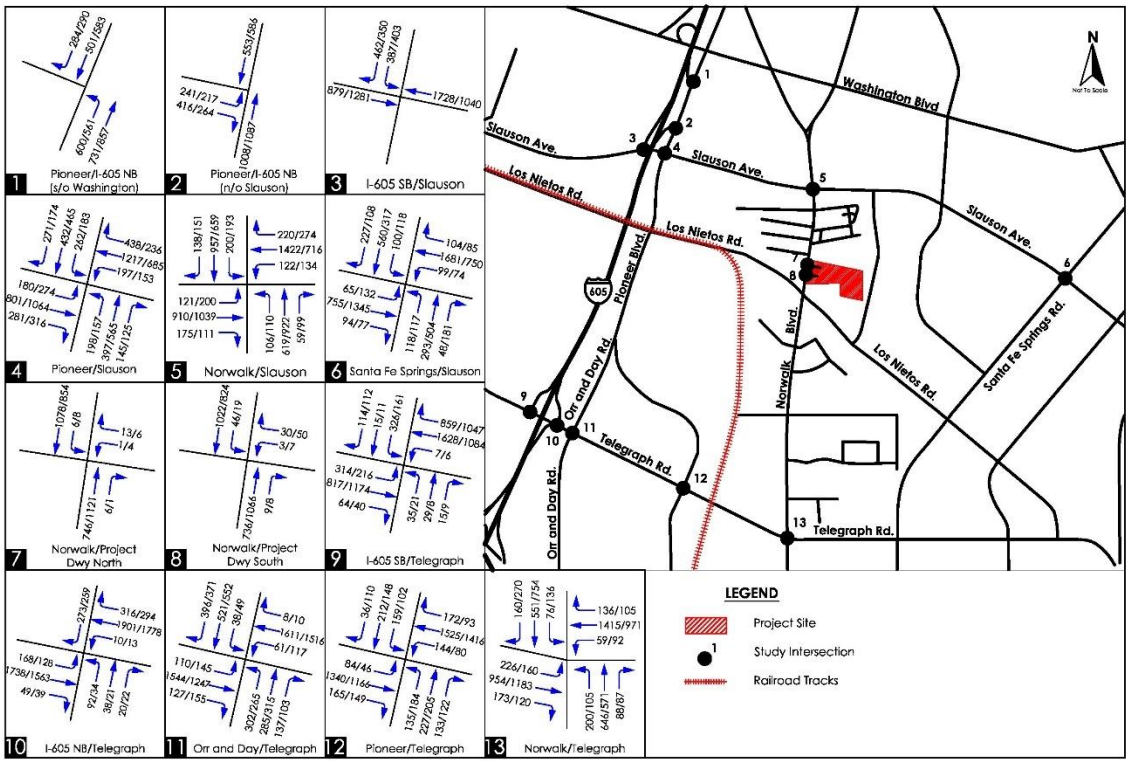

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Figure 9
Existing AM and PM
Peak Hour Traffic Volumes
(adjusted for PCE)

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Table E – Existing Peak Hour Intersection Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Pioneer Boulevard/I-605 NB on-ramp	1-way stop	19.1 sec	C	20.4 sec	C
2. Pioneer Boulevard/I-605 NB off-ramp	1-way stop	**57.6 sec**	**F**	**68.7 sec**	**F**
3. I-605 SB off-ramp/Slauson Avenue	signal	**0.929**	**E**	0.752	C
4. Pioneer Boulevard/Slauson Avenue	signal	**0.926**	**E**	0.813	D
5. Norwalk Boulevard/Slauson Avenue	signal	0.883	D	0.840	D
6. Santa Fe Springs Road/Slauson Ave	signal	0.761	C	0.674	B
7. Norwalk Blvd/Project Driveway North	1-way stop	12.1 sec	B	24.1 sec	C
8. Norwalk Blvd/Project Driveway South	1-way stop	12.8 sec	B	16.4 sec	C
9. I-605 SB ramps/Telegraph Road	signal	**0.989**	**E**[1]	**0.983**	**E**[1]
10. I-605 NB ramps/Telegraph Road	signal	**0.919**	**E**[1]	0.808	D
11. Orr and Day Road/Telegraph Road	signal	**1.025**	**F**	**0.988**	**E**
12. Pioneer Boulevard/Telegraph Road	signal	0.686	B	0.627	B
13. Norwalk Boulevard/Telegraph Road	signal	0.833	D	0.705	C

Notes: LOS determined using ICU method for signalized intersections and HCM method for unsignalized intersections.
BOLD value indicates unsatisfactory LOS.
[1] - Per the General Plan Circulation Element, I-605 ramps at Telegraph Road are exempt from the LOS D standard.

Transit Service

Transit services in the immediate project vicinity (one mile or less) are provided by Norwalk Transit, operated by the City of Norwalk. Norwalk Transit routes in the study area provide transfers to other regional transit services provided by the Los Angeles Metropolitan Transportation Authority (MTA). The following Norwalk Transit bus route serves the project area:

Norwalk Transit Route 1 – Rio Hondo College to Bellflower

Route 1 traverses the cities of Bellflower, Norwalk, Santa Fe Springs, and Whittier, starting Bellflower Avenue/Flower Avenue in Bellflower and ending at Workman Mill Road/Don Julian Boulevard in Whittier. Major stops along the way include: Pioneer Boulevard/Alondra Avenue, Norwalk City Hall, Orr and Day Road/Telegraph Road, Norwalk Boulevard/Slauson Avenue, and Rio Hondo College. Route 1 has stops nearest to the project site at the intersection of Norwalk Boulevard/Slauson Avenue, approximately 0.4 miles north of the project site.

During the weekdays, service on Route 1 starts at 5:29 a.m. and ends at 11:01 p.m. There is no service on Saturdays, Sundays, and holidays. Route 1 connects with Norwalk Transit Route 3, and MTA Bus Routes 62 and 120 at the intersection of Orr and Day Road/Telegraph Road, an approximately 2.4 mile bus ride on Route 1 from the its stop at Norwalk Boulevard/Slauson Avenue.

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Pedestrian and Bicycle Facilities

Currently, there are continuous sidewalks that exist along both sides of Norwalk Boulevard in the project vicinity. Per the project site plan (Figure 2), the existing sidewalk along the east side of Norwalk Boulevard, along the project's frontage, will remain.

There are three basic categories of bike trails within the City, as defined by Caltrans. Class 1 bike paths involve designs which are completely separated from traffic lanes. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths also are located along a street edge, but are not striped. These paths are identified by street signs only. Currently, there are no Class 1, 2, or 3 bicycle facilities along Norwalk Boulevard in the project's vicinity.

Existing plus Project Conditions

Traffic generated by the proposed project (in PCE) was added to the Existing Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments (converted to PCE) for the weekday a.m. and p.m. peak hours, noted in Figures 3, 4, 5, and 6 were added to the Existing Baseline weekday a.m. and p.m. peak hour traffic volumes in Figure 9, which resulted in the Existing plus Project traffic volumes. Figure 10 illustrates the Existing plus Project weekday a.m. and p.m. peak hour traffic volumes in PCE at the study intersections.

Levels of Service Analysis

Based on the analysis methodology described in Section 1.0, the Existing plus Project weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection ICU and delay, and resulting LOS values. Table F presents the results of the Existing plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Based on the Existing plus Project LOS analysis, and the significance criteria of the City, the proposed project would not create any significant impacts to the study area intersections. Most of the intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the weekday a.m. and p.m. peak hours. The delays at the two project driveways would improve as the left turn movements in to, and out of, the project site would be restricted (i.e., right turn in/out only access). A discussion below is provided for the intersections that are forecast to continue to operate at LOS E or F with addition of the proposed project:

- Pioneer Boulevard/I-605 northbound off-ramp: the project would add 5 (12 PCE) a.m. peak hour trips and 8 (17 PCE) p.m. peak hour trips to the existing LOS F operations. This contribution (in PCE) is 0.54 percent of the a.m. peak hour traffic, and 0.78 percent of the p.m. peak hour traffic. In addition, delays in both peak hours would not increase with the addition of project traffic. Therefore, no significant project impact.
- I-605 southbound off-ramp/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Pioneer Boulevard/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.006 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.

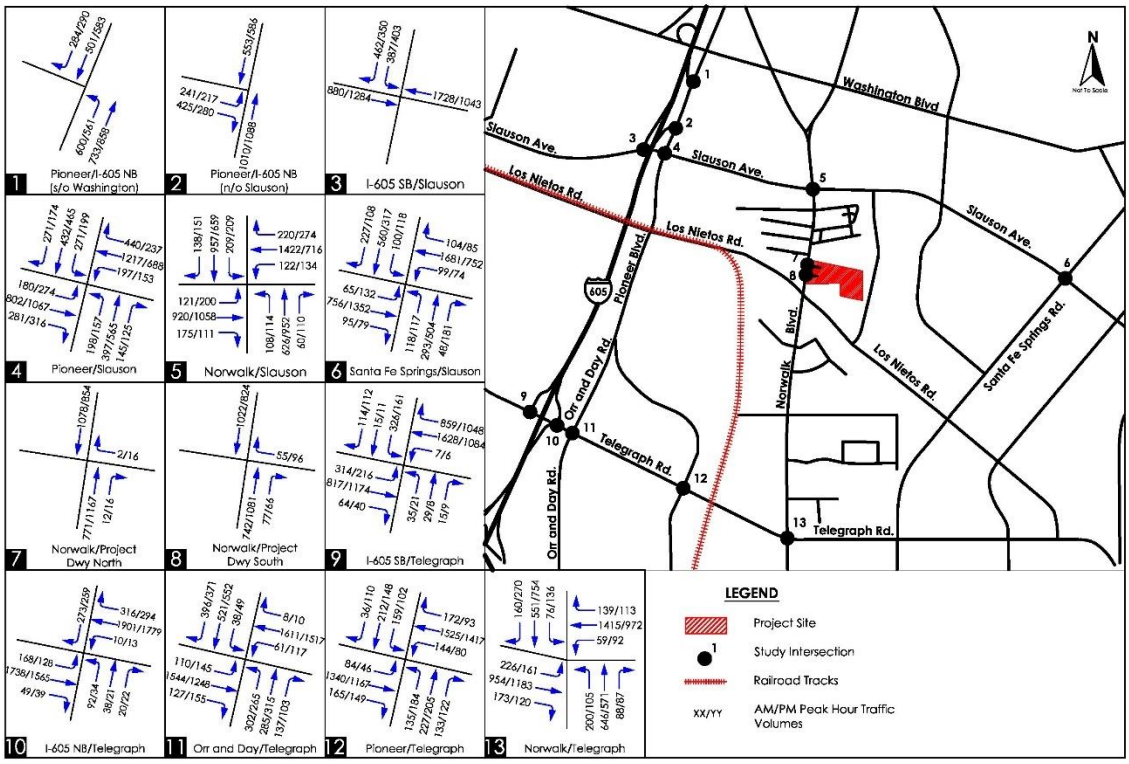

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Figure 10
Existing plus Project AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table F– Existing plus Project Intersection Level of Service Summary

		Existing Condition				Existing plus Project				Difference	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
Intersection	Control	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1. Pioneer Boulevard/I-605 NB on-ramp	1-way stop	19.1 sec	C	20.4 sec	C	19.1 sec	C	20.4 sec	C	0.0 sec	0.0 sec
2. Pioneer Boulevard/I-605 NB off-ramp	1-way stop	**57.6 sec**	**F**	**68.7 sec**	**F**	**57.5 sec**	**F**	**65.1 sec**	**F**	-0.1 sec	-3.6 sec
3. I-605 SB off-ramp/Slauson Avenue	signal	**0.929**	**E**	0.752	C	**0.929**	**E**	0.753	C	0.000	+0.001
4. Pioneer Boulevard/Slauson Avenue	signal	**0.926**	**E**	0.813	D	**0.932**	**E**	0.826	D	+0.006	+0.013
5. Norwalk Boulevard/Slauson Avenue	signal	0.883	D	0.840	D	0.884	D	0.859	D	+0.001	+0.019
6. Santa Fe Springs Road/Slauson Ave	signal	0.761	C	0.674	B	0.761	C	0.676	B	0.000	+0.002
7. Norwalk Blvd/Project Driveway North	1-way stop	12.1 sec	B	24.1 sec	C	20.0 sec	C	20.7 sec	C	+7.9 sec	-3.4 sec
8. Norwalk Blvd/Project Driveway South	1-way stop	12.8 sec	B	16.4 sec	C	12.4 sec	B	16.3 sec	C	-0.4 sec	-0.1 sec
9. I-605 SB ramps/Telegraph Road	signal	**0.989**	**E**[1]	**0.983**	**E**[1]	**0.989**	**E**[1]	**0.984**	**E**[1]	0.000	+0.001
10. I-605 NB ramps/Telegraph Road	signal	**0.919**	**E**[1]	0.808	D	**0.919**	**E**[1]	0.808	D	0.000	0.000
11. Orr and Day Road/Telegraph Road	signal	**1.025**	**F**	**0.988**	**E**	**1.025**	**F**	**0.989**	**E**	0.000	+0.001
12. Pioneer Boulevard/Telegraph Road	signal	0.686	B	0.627	B	0.686	B	0.627	B	0.000	0.000
13. Norwalk Boulevard/Telegraph Road	signal	0.833	D	0.705	C	0.833	D	0.705	C	0.000	0.000

Notes: LOS determined using ICU method for signalized intersections and HCM method for unsignalized intersections.
BOLD value indicates unsatisfactory LOS.
BOLD value indicates significant project impact.
[1] - Per the General Plan Circulation Element, I-605 ramps at Telegraph Road are exempt from the LOS D standard.

- Orr and Day Road/Telegraph Road: the project's V/C increase during the impacted a.m. peak hour at LOS F is 0.000 V/C (significance threshold is ≥0.010 V/C); and, during the impacted p.m. peak hour at LOS E, the project's V/C increase is 0.001 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.

The intersections of the I-605 north- and southbound ramps at Telegraph Road are forecast to continue to operate at LOS E in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D) with addition of project traffic, however per the City's Circulation Element, these intersections are exempt from the LOS D standard. In addition, the project's V/C contribution to these intersections is 0.000 V/C to 0.001 V/C which is less than the significance criteria of 0.010 V/C increase at LOS E and F. Therefore, no significant project impact.

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4.0 OPENING YEAR 2014 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Opening Year 2014 Baseline
- Opening Year 2014 plus Project

Opening Year 2014 Condition

The proposed project is anticipated to be built and fully operational by year 2014. Opening year traffic in this scenario was forecast for 2014 by applying a growth rate to account for ambient traffic growth and growth from cumulative (approved/pending) projects to the existing traffic volumes.

Traffic Controls and Intersection Geometrics

Per the City, there no improvements planned for the study area roadways and intersections in their current *Capital Improvement Program*. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2014 level of service analysis.

Traffic Volumes

Opening year traffic in this scenario was forecast for 2014 by applying an annual ambient growth rate of one percent per year to the existing traffic volumes to account for ambient traffic growth and traffic from cumulative development. Based on review of Los Angeles County CMP growth rates (Appendix D of 2010 CMP, Exhibit D-1), the annual growth rate for the study area (within the West Covina Regional Statistical Area) is 0.46 percent per year. The remaining 0.54 percent per year would account for cumulative development in the study area.

The ambient growth rate was applied to the existing traffic volumes to derive the Opening Year 2014 Baseline traffic volumes. Figure 11 illustrates the resulting Opening Year 2014 Baseline weekday a.m. and p.m. peak hour traffic volumes.

As previously indicated, the baseline traffic volumes indicated the number of existing passenger-cars and pickup trucks; two-axle medium trucks (collection trucks and other similarly sized trucks); and, three+ axle heavy trucks. This information was used for passenger-car equivalence factors (PCEs). For purposes of the intersection peak hour level of service analyses, all future baseline traffic volumes were converted to PCE volumes to provide for an "apples to apples" analysis.

Intersection Levels of Service

The Opening Year 2014 Baseline weekday a.m. and p.m. peak hour traffic volumes (in PCE) were input into the *Traffix* LOS software to determine the ICU and delay, and resulting LOS values. Table G presents the results of the Opening Year 2014 Baseline intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

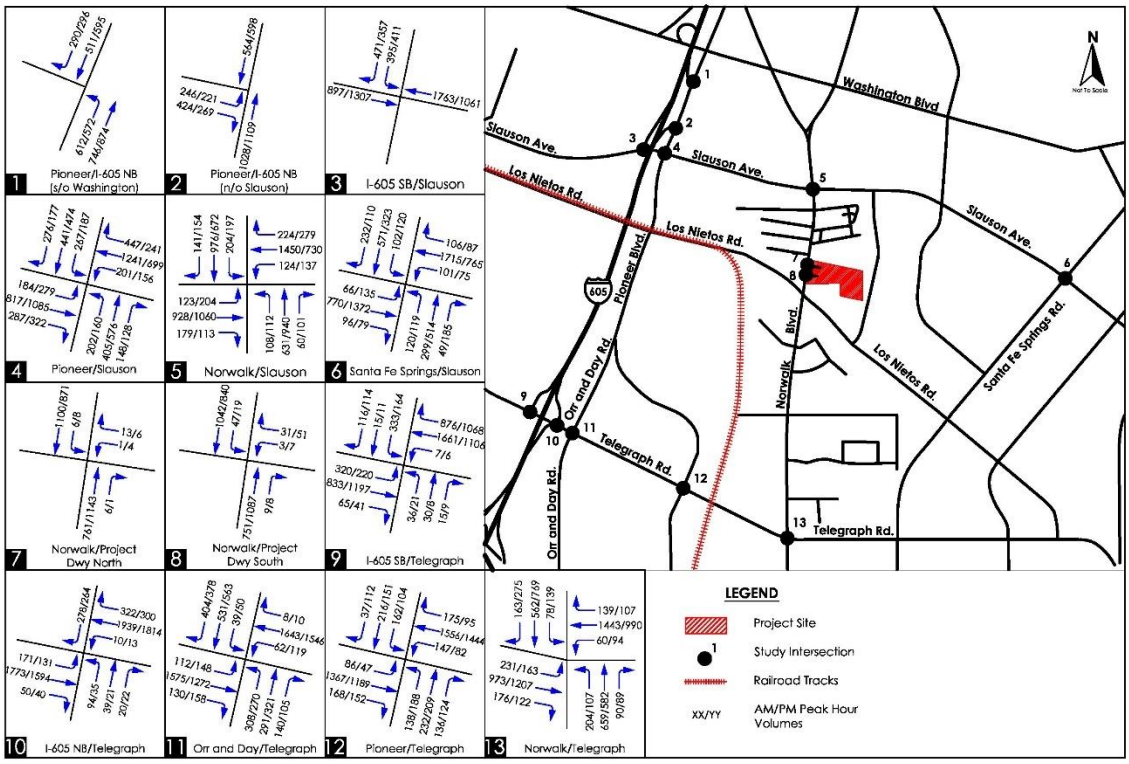

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Figure 11
Opening Year (2014) AM and PM
Peak Hour Traffic Volumes
(adjusted for PCE)

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Table G – Opening Year 2014 Peak Hour Intersection Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Pioneer Boulevard/I-605 NB on-ramp	1-way stop	20.4 sec	C	21.9 sec	C
2. Pioneer Boulevard/I-605 NB off-ramp	1-way stop	**65.3 sec**	**F**	**78.5 sec**	**F**
3. I-605 SB off-ramp/Slauson Avenue	signal	**0.945**	**E**	0.765	C
4. Pioneer Boulevard/Slauson Avenue	signal	**0.942**	**E**	0.830	D
5. Norwalk Boulevard/Slauson Avenue	signal	0.899	D	0.855	D
6. Santa Fe Springs Road/Slauson Ave	signal	0.774	C	0.685	B
7. Norwalk Blvd/Project Driveway North	1-way stop	12.2 sec	B	24.9 sec	C
8. Norwalk Blvd/Project Driveway South	1-way stop	13.0 sec	B	16.8 sec	C
9. I-605 SB ramps/Telegraph Road	signal	**1.007**	**F**[1]	**1.001**	**F**[1]
10. I-605 NB ramps/Telegraph Road	signal	**0.935**	**E**[1]	0.822	D
11. Orr and Day Road/Telegraph Road	signal	**1.043**	**F**	**1.006**	**F**
12. Pioneer Boulevard/Telegraph Road	signal	0.698	B	0.637	B
13. Norwalk Boulevard/Telegraph Road	signal	0.848	D	0.716	C

Notes: LOS determined using ICU method for signalized intersections and HCM method for unsignalized intersections.
BOLD value indicates unsatisfactory LOS.
[1] - Per the General Plan Circulation Element, I-605 ramps at Telegraph Road are exempt from the LOS D standard.

Based on the Opening Year 2014 Baseline a.m. and p.m. peak hour LOS analysis, all study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and p.m. peak hours, with exception to the following intersections:

- Pioneer Boulevard/I-605 northbound off-ramp (LOS F in both peak hours)
- I-605 southbound off-ramp/Slauson Avenue (LOS E in a.m. peak hour)
- Pioneer Boulevard/Slauson Avenue (LOS E in a.m. peak hour)
- Orr and Day Road/Telegraph Road (LOS F in both peak hours)

The intersections of the I-605 north- and southbound ramps at Telegraph Road are forecast to continue to operate at LOS E and F in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D), however per the City's Circulation Element, these intersections are exempt from the LOS D standard.

Opening Year 2014 plus Project Condition

Traffic generated by the proposed project (in PCE) was added to the Opening Year 2014 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would also determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments (converted to PCE) noted in Figures 3, 4, 5, and 6 were added to the Opening Year 2014 Baseline weekday a.m. and p.m. peak hour traffic volumes shown in Figure 11. This resulted in the Opening Year 2014 plus Project traffic volumes. Figure 12 illustrates the Opening Year 2014 plus Project weekday a.m. and p.m. peak hour traffic volumes in PCE.

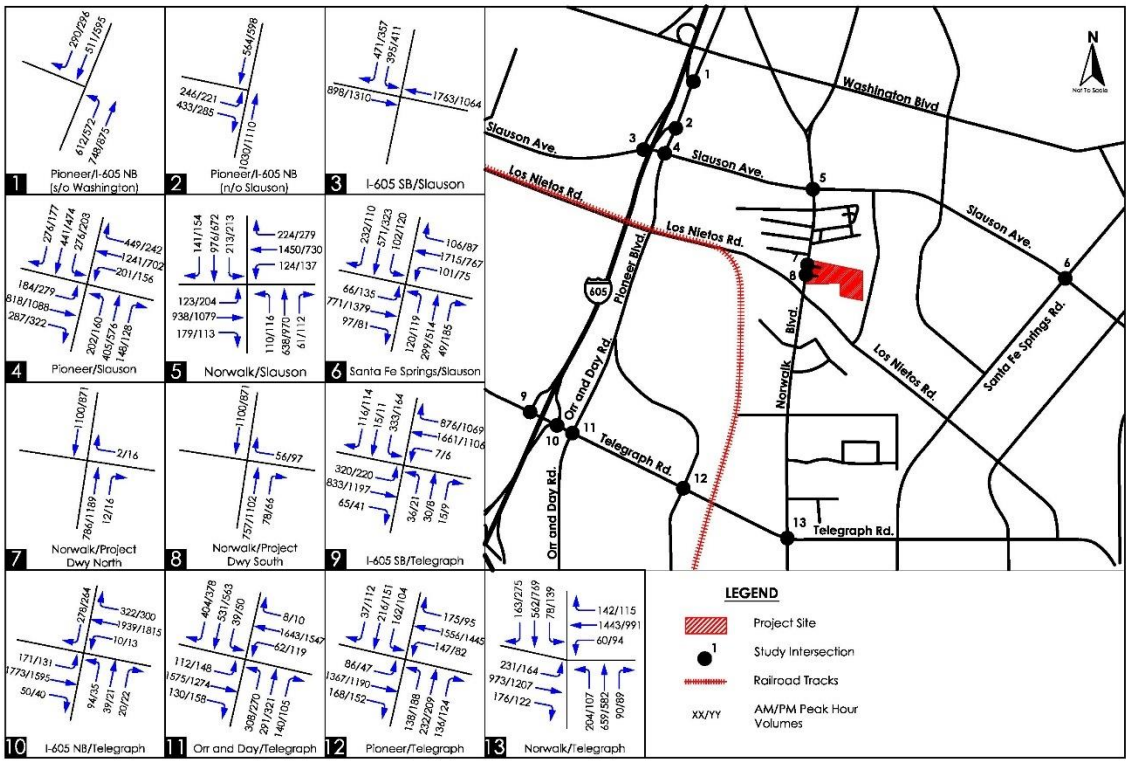

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Figure 12
Opening Year (2014) plus Project AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Intersection Levels of Service

Based on the analysis methodology described in Section 1.0, the Opening Year 2014 plus Project weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection ICU and LOS values. Table H presents the results of the Opening Year 2014 plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Based on the Opening Year 2014 plus Project LOS analysis, and the significance criteria of the City, the proposed project would not create any significant impacts to the study area intersections. Most of the intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the weekday a.m. and p.m. peak hours. The delays at the two project driveways would improve as the left turn movements in to, and out of, the project site would be restricted (i.e., right turn in/out only access). A discussion below is provided for the intersections that are forecast to continue to operate at LOS E or F with addition of the proposed project:

- Pioneer Boulevard/I-605 northbound off-ramp: the project would add 5 (12 PCE) a.m. peak hour trips and 8 (17 PCE) p.m. peak hour trips to the existing LOS F operations. This contribution (in PCE) is 0.53 percent of the a.m. peak hour traffic, and 0.77 percent of the p.m. peak hour traffic. In addition, delays in both peak hours would not increase with the addition of project traffic. Therefore, no significant project impact.
- I-605 southbound off-ramp/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Pioneer Boulevard/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.006 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Orr and Day Road/Telegraph Road: the project's V/C increase during the impacted a.m. and p.m. peak hours at LOS F is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.

The intersections of the I-605 north- and southbound ramps at Telegraph Road are forecast to continue to operate at LOS E and F in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D) with addition of project traffic, however per the City's Circulation Element, these intersections are exempt from the LOS D standard. In addition, the project's V/C contribution to these intersections is 0.000 V/C which is less than the significance criteria of 0.010 V/C increase at LOS E and F. Therefore, no significant project impact.

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Table H – Opening Year 2014 plus Project Intersection Level of Service Summary

		Opening Year Baseline				Opening Year plus Project				Difference	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
Intersection	Control	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1. Pioneer Boulevard/I-605 NB on-ramp	1-way stop	20.4 sec	C	21.9 sec	C	20.4 sec	C	21.9 sec	C	0.0 sec	0.0 sec
2. Pioneer Boulevard/I-605 NB off-ramp	1-way stop	**65.3 sec**	**F**	**78.5 sec**	**F**	**65.1 sec**	**F**	**76.5 sec**	**F**	-0.2 sec	-2.0 sec
3. I-605 SB off-ramp/Slauson Avenue	signal	**0.945**	**E**	0.765	C	**0.945**	**E**	0.766	C	0.000	+0.001
4. Pioneer Boulevard/Slauson Avenue	signal	**0.942**	**E**	0.830	D	**0.948**	**E**	0.841	D	+0.006	+0.011
5. Norwalk Boulevard/Slauson Avenue	signal	0.899	D	0.855	D	0.900	D	0.874	D	+0.001	+0.019
6. Santa Fe Springs Road/Slauson Ave	signal	0.774	C	0.685	B	0.774	C	0.687	B	0.000	+0.002
7. Norwalk Blvd/Project Driveway North	1-way stop	12.2 sec	B	24.9 sec	C	19.5 sec	B	21.4 sec	C	+7.3 sec	-3.5 sec
8. Norwalk Blvd/Project Driveway South	1-way stop	13.0 sec	B	16.8 sec	C	12.6 sec	B	16.6 sec	C	-0.4 sec	-0.2 sec
9. I-605 SB ramps/Telegraph Road	signal	**1.007**	**F**[1]	**1.001**	**F**[1]	**1.007**	**F**[1]	**1.001**	**F**[1]	0.000	0.000
10. I-605 NB ramps/Telegraph Road	signal	**0.935**	**E**[1]	0.822	D	**0.935**	**E**[1]	0.822	D	0.000	0.000
11. Orr and Day Road/Telegraph Road	signal	**1.043**	**F**	**1.006**	**F**	**1.043**	**F**	**1.006**	**F**	0.000	0.000
12. Pioneer Boulevard/Telegraph Road	signal	0.698	B	0.637	B	0.698	B	0.638	B	0.000	+0.001
13. Norwalk Boulevard/Telegraph Road	signal	0.848	D	0.716	C	0.848	D	0.717	C	0.000	+0.001

Notes: LOS determined using ICU method for signalized intersections and HCM method for unsignalized intersections.
BOLD value indicates unsatisfactory LOS.
BOLD value indicates significant project impact.
[1] - Per the General Plan Circulation Element, I-605 ramps at Telegraph Road are exempt from the LOS D standard.

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5.0 PROJECT ACCESS, CIRCULATION AND QUEUING

The following section discusses the proposed project's access and circulation characteristics. If required, mitigation measures will be proposed to mitigate impacts to less than significant levels.

Project Access

Per the project site plan (Figure 2), the proposed MRF self-haul patrons, collection/transfer/commodities trucks, and line employees would access the site from the existing southern driveway (unsignalized) on Norwalk Boulevard. Administrative employees and visitors would access the site from the existing northern driveway (unsignalized) on Norwalk Boulevard. Both of these driveways would be converted to right turn in/out only driveways. Left turns across Norwalk Boulevard at both driveways would be restricted. Based on the Opening Year 2014 plus Project traffic analysis, both driveways would operate with satisfactory levels of service at LOS B in the a.m. peak hour, and LOS C in the p.m. peak hour.

Circulation

Incoming waste and recyclables collection trucks will enter the site using a dedicated lane. The trucks will then proceed to the automated scale where the loads will be weighed. After being weighed, the trucks will proceed to fully enclosed receiving buildings where the loads will be unloaded or "tipped" in designated areas (source separated recyclables and MSW). The unloaded, empty trucks will exit the facility onto Norwalk Boulevard. The MSW will be floor-sorted for removal of wood and metal. The waste will then be loaded into transfer trucks and hauled to landfills for disposal. The source separated recyclables will be tipped in a separate building and processed through both manual and automated sorting equipment where other recyclable materials such glass, paper, cardboard, metal, and plastic will be removed. The recovered materials (metals, plastic, cardboard, etc.) will then be baled and stored until these materials are loaded onto trucks or shipping containers for transport out of the facility to those businesses that will use the recycled products. Residual solid waste that cannot be recycled will be loaded into transfer trucks for disposal at area landfills or transformation facilities.

All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities.

Queuing

As indicated above in the Opening Year 2014 plus Project LOS analysis, the primary access intersection of Norwalk Boulevard/Project Driveway South is forecast to operate at LOS B (12.6 seconds of delay) in the a.m. peak hour, and LOS C (16.6 seconds of delay) in the p.m. peak hour. Addition of the project traffic to this unsignalized and (proposed) right turn in/out only intersection would not create a significant impact as the intersection would operate with satisfactory LOS.

Based on the LOS analysis the following traffic volumes, in passenger-car equivalents (PCE) to ensure that project-related trucks are properly analyzed, are forecast on the following approaches at the Norwalk Boulevard/Project Driveway South intersection:

- Northbound right turn movement (on shared through plus right turn lane)
  - 78 vehicles (PCE) in the a.m. peak hour
  - 66 vehicles (PCE) in the p.m. peak hour

Using the engineering "rule-of-thumb" vehicle storage requirement of one foot per vehicle, a minimum of 78 feet (for the higher volume in the a.m. peak hour) of storage is required on the entrance lane, on the project site to store vehicles turning off the street (northbound Norwalk Boulevard). The proposed entrance lane in to the MRF is approximately 100 feet, therefore the forecast queue can be accommodated.

- Westbound right turn lane
  - 56 vehicles (PCE) in the a.m. peak hour
  - 97 vehicles (PCE) in the p.m. peak hour

Using the engineering "rule-of-thumb" vehicle storage requirement of one foot per vehicle, a minimum of 97 feet (for the higher volume in the p.m. peak hour) of storage is required on the exit lane, on the project site to store vehicles turning on to the street (northbound Norwalk Boulevard). The proposed exit lane out to the MRF is approximately 100 feet, therefore the forecast queue can be accommodated.

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6.0 CONCLUSIONS AND RECOMMENDATIONS

The following are the conclusions and recommendations (if any) of the traffic impact analysis, above, for the proposed UWS MRF project:

Project Traffic

The proposed project would generate approximately 1,178 daily trips, 28 a.m. peak hour trips (17 inbound and 11 outbound), and 66 p.m. peak hour trips (33 inbound and 33 outbound). Utilizing a passenger-car equivalence (PCE) factor of 2.0 PCE for collection trucks and 3.0 PCE for transfer and commodities trucks, the proposed project trip generation in PCE is approximately 2,220 PCE daily trips, 52 PCE a.m. peak hour trips (29 inbound and 23 outbound), and 106 PCE p.m. peak hour trips (53 inbound and 53 outbound).

Existing plus Project Conditions

Based on the Existing plus Project LOS analysis, and the significance criteria of the City, the proposed project would not create any significant impacts to the study area intersections. Most of the intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the weekday a.m. and p.m. peak hours. The delays at the two project driveways would improve as the left turn movements in to, and out of, the project site would be restricted (i.e., right turn in/out only access). A discussion below is provided for the intersections that are forecast to continue to operate at LOS E or F with addition of the proposed project:

- Pioneer Boulevard/I-605 northbound off-ramp: the project would add 5 (12 PCE) a.m. peak hour trips and 8 (17 PCE) p.m. peak hour trips to the existing LOS F operations. This contribution (in PCE) is 0.54 percent of the a.m. peak hour traffic, and 0.78 percent of the p.m. peak hour traffic. In addition, delays in both peak hours would not increase with the addition of project traffic. Therefore, no significant project impact.
- I-605 southbound off-ramp/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Pioneer Boulevard/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.006 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Orr and Day Road/Telegraph Road: the project's V/C increase during the impacted a.m. peak hour at LOS F is 0.000 V/C (significance threshold is ≥0.010 V/C); and, during the impacted p.m. peak hour at LOS E, the project's V/C increase is 0.001 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.

The intersections of the I-605 north- and southbound ramps at Telegraph Road are forecast to continue to operate at LOS E in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D) with addition of project traffic, however per the City's Circulation Element, these intersections are exempt from the LOS D standard. In addition, the project's V/C contribution to these intersections is 0.000 V/C to 0.001 V/C which is less than the significance criteria of 0.010 V/C increase at LOS E and F. Therefore, no significant project impact.

No mitigation measures are required.

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Opening Year 2014 plus Project Conditions

Based on the Opening Year 2014 plus Project LOS analysis, and the significance criteria of the City, the proposed project would not create any significant impacts to the study area intersections. Most of the intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the weekday a.m. and p.m. peak hours. The delays at the two project driveways would improve as the left turn movements in to, and out of, the project site would be restricted (i.e., right turn in/out only access). A discussion below is provided for the intersections that are forecast to continue to operate at LOS E or F with addition of the proposed project:

- Pioneer Boulevard/I-605 northbound off-ramp: the project would add 5 (12 PCE) a.m. peak hour trips and 8 (17 PCE) p.m. peak hour trips to the existing LOS F operations. This contribution (in PCE) is 0.53 percent of the a.m. peak hour traffic, and 0.77 percent of the p.m. peak hour traffic. In addition, delays in both peak hours would not increase with the addition of project traffic. Therefore, no significant project impact.
- I-605 southbound off-ramp/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Pioneer Boulevard/Slauson Avenue: the project's V/C increase during the impacted a.m. peak hour at LOS E is 0.006 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.
- Orr and Day Road/Telegraph Road: the project's V/C increase during the impacted a.m. and p.m. peak hours at LOS F is 0.000 V/C (significance threshold is ≥0.010 V/C), therefore, no significant project impact.

The intersections of the I-605 north- and southbound ramps at Telegraph Road are forecast to continue to operate at LOS E and F in the peak hours (except the northbound ramps in the p.m. peak hour – LOS D) with addition of project traffic, however per the City's Circulation Element, these intersections are exempt from the LOS D standard. In addition, the project's V/C contribution to these intersections is 0.000 V/C which is less than the significance criteria of 0.010 V/C increase at LOS E and F. Therefore, no significant project impact.

No mitigation measures are required.

Project Access, Circulation and Queuing

Project Access

Per the project site plan (Figure 2), the proposed MRF self-haul patrons, collection/transfer/commodities trucks, and line employees would access the site from the existing southern driveway (unsignalized) on Norwalk Boulevard. Administrative employees and visitors would access the site from the existing northern driveway (unsignalized) on Norwalk Boulevard. Both of these driveways would be converted to right turn in/out only driveways. Left turns across Norwalk Boulevard at both driveways would be restricted. Based on the Opening Year 2014 plus Project traffic analysis, both driveways would operate with satisfactory levels of service at LOS B in the a.m. peak hour, and LOS C in the p.m. peak hour.

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Circulation

All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities.

Queuing

Based on the LOS analysis the following traffic volumes, in passenger-car equivalents (PCE) to ensure that project-related trucks are properly analyzed, are forecast on the following approaches at the Norwalk Boulevard/Project Driveway South intersection:

- Northbound right turn movement (on shared through plus right turn lane)
  - 78 vehicles (PCE) in the a.m. peak hour
  - 66 vehicles (PCE) in the p.m. peak hour

  Using the engineering "rule-of-thumb" vehicle storage requirement of one foot per vehicle, a minimum of 78 feet (for the higher volume in the a.m. peak hour) of storage is required on the entrance lane, on the project site to store vehicles turning off the street (northbound Norwalk Boulevard). The proposed entrance lane in to the MRF is approximately 100 feet, therefore the forecast queue can be accommodated.

- Westbound right turn lane
  - 56 vehicles (PCE) in the a.m. peak hour
  - 97 vehicles (PCE) in the p.m. peak hour

  Using the engineering "rule-of-thumb" vehicle storage requirement of one foot per vehicle, a minimum of 97 feet (for the higher volume in the p.m. peak hour) of storage is required on the exit lane, on the project site to store vehicles turning on to the street (northbound Norwalk Boulevard). The proposed exit lane out to the MRF is approximately 100 feet, therefore the forecast queue can be accommodated.

7.0 REFERENCES

Los Angeles County Metropolitan Transportation Authority (MTA), *Guidelines for CMP Transportation Impact Analysis*, Appendix B of the Los Angeles County *Congestion Management Program* (CMP), 2010.

Los Angeles County Public Works Department, *Traffic Impact Analysis Report Guidelines*, 1997.

Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Washington, D.C., 2000.

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