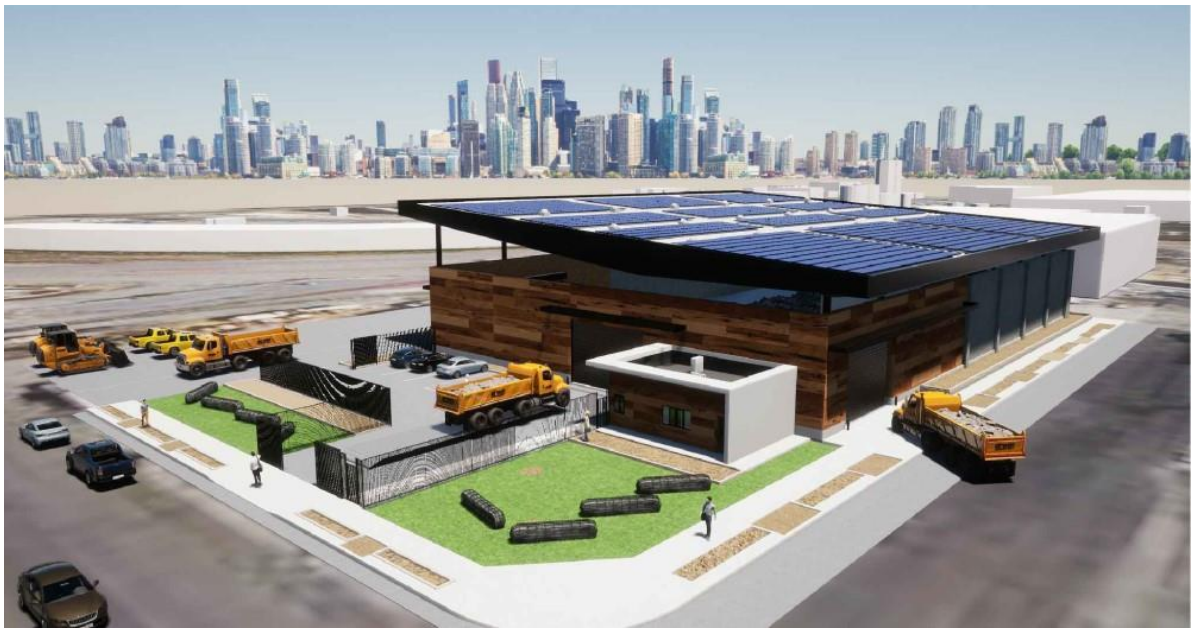

Asphalt Plant No. 1 Phase 2 Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Los Angeles Bureau of Engineering
Department of Public Works
1149 South Broadway, Suite 700
Los Angeles, California 90015
Contact: Maria Martin, Environmental Affairs Officer

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

November 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. BROADWAY, LOS ANGELES, CA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
MITIGATED NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)

LEAD AGENCY AND ADDRESS:	City of Angeles c/o Bureau of Engineering 1149 Broadway, Suite 600, M/S 939 Los Angeles, CA 90015-2213	**COUNCIL DISTRICT** 14

PROJECT TITLE: Asphalt Plant No. 1 Phase 2 Project

PROJECT LOCATION: The project site is located at 2601 East 25th Street, Los Angeles, California 90058, situated in the northeast corner of 25th Street and Harriet Street within Council District 14, Central City North Community Plan Area. The project site includes Accessor's Parcel Numbers 5168-055-900 and -901, the two parcels are separated by a 20-foot, no-through alley.

DESCRIPTION: The City of Los Angeles, BSS in cooperation with the BOE, is proposing to develop a satellite site to store and process recycled asphalt pavement (RAP). The project would be a continuation of the Asphalt Plant No. 1 site improvements that is located at 2484 East Olympic Boulevard, approximately 1.2 miles from the project site. Asphalt Plant No. 1 was completed and operational in 2019 and is designed to produce up to 700,000 tons of asphalt annually and increase the use of RAP in asphalt from 20 percent to 50 percent. Since the start of its commissioning in 2019, the Asphalt Plant No. 1 has produced between 280,000 to 320,000 tons of hot mix asphalt (HMA) annually. The project site would be able to store and process a maximum of 294,000 tons of RAP annually and enable Asphalt Plant No. 1 to economically produce HMA utilizing 50 percent RAP. Specifically, this project involves: 1) demolition of an existing concrete platform to enlarge the working area; 2) construction of a 22,600-square-foot, 46-foot-tall, light frame canopy structure to cover the stockpiles of unprocessed and processed RAP and the RAP processing equipment; 3) construction of a new 610-square-foot office space with a break room, electric room, and restroom, provide utility connections including power, water, sewer, and telecommunication infrastructure; and 4) miscellaneous site improvements such as installation of truck weight scales and concrete pavement at the facility entrance and exit, facility lighting and site drainage upgrades, and the design and installation of new perimeter fencing. Low Impact Development planter boxes would be installed along the northern, eastern, southern, and partially western sides of the proposed storage space and in the western portion of the project site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: N/A

FINDING: The City Engineer of the City of Los Angeles has determined the proposed project will not have a significant effect on the environment. See attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM:	**ADDRESS:**	**TELEPHONE NUMBER:**
Maria Martin Environmental Affairs Officer	1149 S. Broadway, M/S 939 Los Angeles, CA 90015-2213	213-485-5753

SIGNATURE (Official):	
Signature pending MND consideration and project approval. Maria Martin, Environmental Affairs Officer	*Pending.*

Geology and Soils

GEO-1 Paleontological Worker Environmental Awareness Program

Prior to the start of construction, a Qualified Professional Paleontologist (as accordance with Society of Vertebrate Paleontology [2010] standards) or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.

GEO-2 Unanticipated Discovery of Paleontological Resources

In the event a fossil is discovered during construction of the proposed project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the BOE shall retain a Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. The Qualified Professional Paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

Hazards and Hazardous Materials

HAZ-1 Regulatory Agency Submittal

The Los Angeles Fire Department (LAFD), or other agency as deemed applicable by the LAFD, shall be utilized for agency oversight of assessment and remediation of the project site through completion of building demolition, subsurface demolition, and construction. Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall submit the following documents to the LAFD:

- Current development plan and any modifications to the development plan
- All environmental documents completed for the proposed project, including this Initial Study document
- All future environmental documents completed for the proposed project

Upon submittal of the information above, LAFD may require actions such as: preparation of subsurface investigation workplans; completion of soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and offsite disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents. Subsurface soil, soil vapor, and groundwater investigations, if required, shall be conducted in accordance with a sampling plan that shall be reviewed and approved by LAFD.

The LAFD approval documents shall be submitted and reviewed by the BOE prior to issuance of grading permits.

It should also be noted that LAFD may determine that DTSC or Los Angeles Regional Water Quality Control Board (LARWQCB) may be best suited to perform the oversight agency duties for the assessment and/or remediation of the proposed project. Should the cleanup oversight agency be transferred from LAFD to DTSC or LARWQCB, this and other mitigation measures will still apply.

HAZ-2 Subsurface Investigation

Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall retain a qualified environmental consultant (Professional Geologist [PG] or Professional

Engineer [PE]) to conduct a subsurface investigation, if required by LAFD. The subsurface investigations may include sampling of the following suspect or known release areas:

- Areas of the project site previously identified to contain impacted soil and/or soil vapor
- Delineation of the extent of subsurface impacts

Additionally, these subsurface investigations may include, but are not limited to, completion of:

- Geophysical surveys
- Soil, soil vapor, and/or groundwater sampling assessments
- Laboratory analysis for TPH (full range), VOCs, and/or metals

As part of the subsurface investigations, analytical results shall be screened against the environmental screening levels (ESL). These ESLs are risk-based screening levels for direct exposure of construction workers and residential and commercial/industrial land uses. The subsurface investigation reports shall include recommendations to address identified hazards and indicate when to apply those recommended actions in relation to proposed project activities.

If contaminants are detected at the project site, appropriate steps shall be undertaken to protect site workers during proposed project construction. This would include the preparation of a Site Management Plan (SMP) (see Mitigation Measure HAZ-3).

If contaminants are detected at concentrations exceeding the ESLs for construction workers or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), appropriate steps shall be undertaken to protect site workers during project construction and if necessary, the public during proposed project operation (see Mitigation Measures HAZ-3, HAZ-4, and HAZ-5).

HAZ-3 Site Management Plan

Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall retain a qualified environmental consultant (PG or PE) to prepare an SMP for the project site. The SMP shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and
2. Specific actions to reduce hazards to construction workers and offsite receptors during the construction phase.

The plan must establish remedial measures and soil management practices to ensure construction worker safety, the health of future workers and visitors, and prevent the off-site migration of contaminants from the proposed project. These measures and practices shall include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of BMPs
- Proper disposal procedures of contaminated materials
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities
- Monitoring and reporting

- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection
- The health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

LAFD shall review and approve the SMP prior to construction (demolition and grading) activities at the project site. The City shall review and approve the SMP prior to issuance of grading permits. The BOE contractor shall implement the SMP during demolition, grading, and construction at the project site.

HAZ-4 Remediation

Where soil is known to be impacted (Leighton 2021), or is identified during implementation of Mitigation Measures HAZ-1, HAZ-2, and/or HAZ-3 to be present, within the construction envelope at chemical concentrations exceeding Commercial/Industrial ESLs and/or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), the BOE's contractor shall retain a qualified environmental consultant (PG or PE) to properly remediate and dispose of the contaminated media. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of sub-surface impacts, additional analytical testing per landfill or recycling facility requirements, soil excavation, and off-site disposal or recycling.

The LAFD shall review and approve the project site disposal recommendations prior to transportation of waste soils off-site, and review and approve remedial engineering controls, prior to construction.

The BOE contractor shall review and implement the disposal recommendations prior to transportation of waste soils off-site and review and implement the remedial engineering controls prior to construction.

The City shall review the project site disposal recommendations and remedial engineering controls prior to issuing a grading permit.

HAZ-5 Vapor Mitigation System

Where soil vapor is known (or is identified during implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3, or HAZ-4) to be present at chemical concentrations exceeding the Commercial/Industrial ESLs for sub-slab/soil gas (vapor) intrusion, the BOE contractor shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a vapor mitigation system design for the proposed project.

The plan shall include, but is not limited to:

- Design specifications
- Material specifications
- Installation requirements
- Monitoring requirements

The BOE shall design and implement engineering measures or institutional controls (e.g., soil vapor barrier) to prevent potential soil vapor intrusion into new residences or businesses in accordance with the measures included in the DTSC's Vapor Intrusion Guidance Document – Final (October 2011) and Vapor Intrusion Mitigation Advisory, Revision 1 (October 2011) and the DTSC's Final Draft Supplemental Guidance – Screening and Evaluating Vapor Intrusion (February 2023).

LADBS shall review and approve the Vapor Intrusion Mitigation System design prior to construction. Engineering measures or institutional controls shall be submitted to LAFD and/or the City prior to the issuance of any grading or building permits. The BOE and/or contractor shall incorporate a sub-slab vapor barrier during construction, the implementation of which would prevent the potential for soil gas VOCs from migrating to indoor air under Commercial/Industrial land use scenario.

The BOE shall retain a qualified professional to certify that the accepted measures and controls are properly constructed and functioning at the project site. The efficacy of the measures and controls shall be confirmed and certified by a qualified professional pursuant to the construction quality assurance/quality control testing guidance of the DTSC's Vapor Intrusion Guidance Document – Final (October 2011). Written verification shall be submitted to LAFD and/or the City.

LAFD and/or the City may require the creation of an Operations and Maintenance Plan to ensure that future operational activities (e.g., underground utility repairs), do not alter the effectiveness of the selected vapor mitigation system.

LAFD and/or the City shall review and approve the Operations and Maintenance Plan (if required) prior to occupancy. The BOE's contractor shall review the Operations and Maintenance Plan (if required) prior to issuing an occupancy permit and implement the Operations and Maintenance Plan during occupancy at the project site.

Tribal Cultural Resources

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior's standards shall assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period.

1. Upon a discovery of a potential tribal cultural resource, the project contractor, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project (2) the BOE Environmental Management Group.
2. If the qualified archaeologist determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the BOE, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The BOE, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal

cultural resources substantially consistent with best practices identified by the NAHC and in compliance with any applicable federal, state, or local law, rule, or regulation.

5. If the BOE, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the, or its successor, may request mediation by a mediator agreed to by the BOE, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The BOE, or its successor, shall pay all costs and fees associated with the mediation.
6. The BOE, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The BOE, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in Items 2 through 5 above 8.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the SCCIC at California state University, Fullerton and to the NAHC for inclusion in its SLF.
9. Notwithstanding Item 8 above, any information that the BOE, in consultation with the City Attorney’s Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City’s AB 52 Confidentiality Protocols.

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Appendices

Initial Study

1. Project Title

Asphalt Plant No. 1 Phase 2 Project

2. Lead Agency Name and Address

City of Los Angeles
Department of Public Works, Bureau of Engineering
1149 South Broadway, Suite 700
Los Angeles, California 90015

3. Contact Person and Contact Information

Maria Martin
Maria.Martin@lacity.org

4. Project Location

The project site is located at 2601 East 25th Street, Los Angeles, California 90058, situated in the northeast corner of 25th Street and Harriet Street within Council District 14, Central City North Community Plan Area. The project site encompasses approximately 1.2 acres (52,272 square feet) and includes Accessor's Parcel Numbers 5168-055-900 and -901. The two parcels are separated by a 20-foot, no-through alley. Figure 1 shows the location of the site in the region, and Figure 2 shows the project site in its neighborhood context.

5. Project Sponsor's Name and Address

City of Los Angeles
Department of Public Works, Bureau of Street Services
1149 South Broadway, 4th Floor
Los Angeles, California 90015

Figure 1 Regional Location

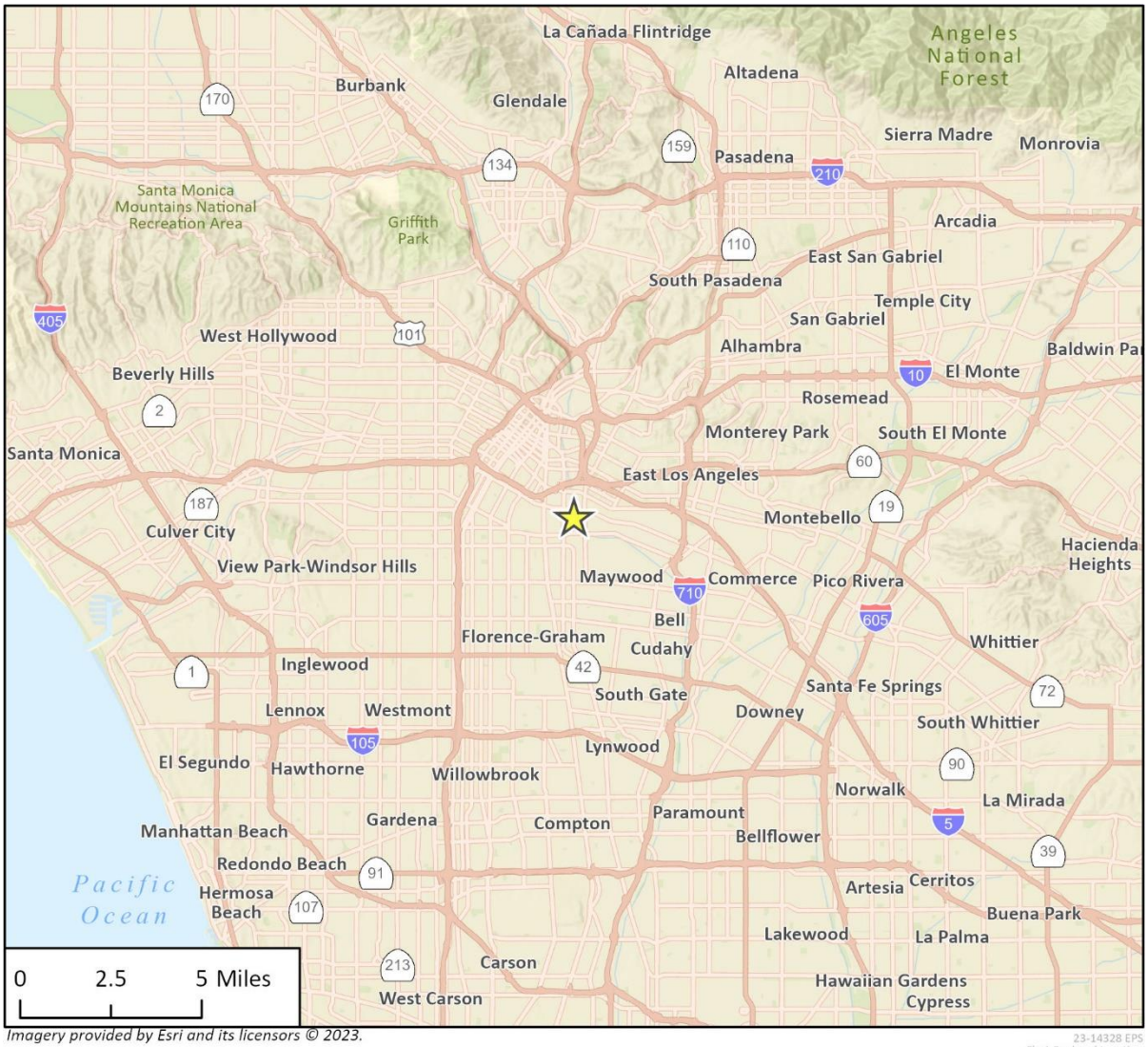

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Fig 1 Regional Location

Project Location

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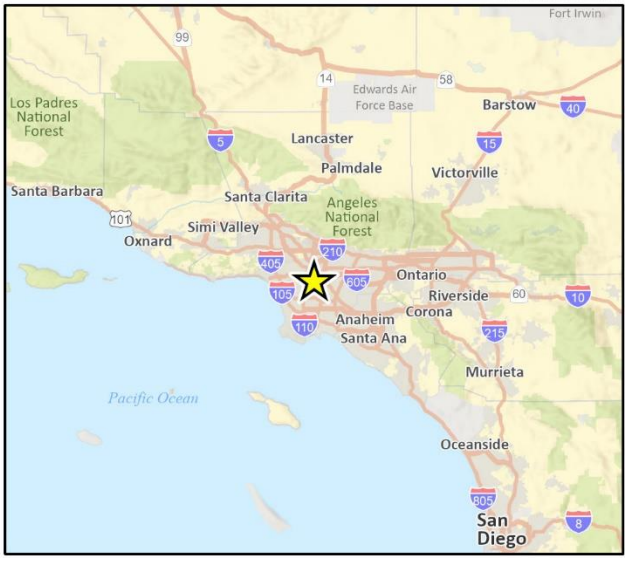

Figure 2 Project Location

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Fig 2 Project Location1

6. Existing Setting

The project site is currently occupied by a reclaimed asphalt pavement production plant operated by the City of Los Angeles, Bureau of Street Services (BSS), which consists of a concrete pad, a storage room with several containers of coolant, grease, and hydraulic oil, and an approximately 25-foot-tall, steel canopy with metal supports in the northeast corner of the site. The central and western portions of the site are used to store asphalt, vehicles, and other equipment. A pole-mounted transformer is located adjacent on the southwest corner of the site; however, signs of release of polychlorinated biphenyls (PCB) containing oils were not observed near the transformer according to the Phase I Environmental Site Assessment (ESA) conducted by Ninyo & Moore in 2021. Figure 3a through Figure 3d provide photos of the existing uses on the project site.

7. General Plan Land Use Designation

Heavy Manufacturing

8. Zoning

M3-1-RIO

9. Project Description

Overview

The City of Los Angeles, BSS in cooperation with the Bureau of Engineering (BOE), is proposing to develop a satellite site at 2601 East 25th Street to store and process recycled asphalt pavement (RAP). The project would be a continuation of the Asphalt Plant No. 1 site improvements that is located at 2484 East Olympic Boulevard, approximately 1.2 miles from the project site. Asphalt Plant No. 1 was completed and operational in 2019 and is designed to produce up to 700,000 tons of asphalt annually and increase the use of RAP in asphalt from 20 percent to 50 percent. Since the start of its commissioning in 2019, the Asphalt Plant No. 1 has produced between 280,000 to 320,000 tons of hot mix asphalt (HMA) annually. The project site would be able to store and process a maximum of 294,000 tons of RAP annually and enable Asphalt Plant No. 1 to economically produce HMA utilizing 50 percent RAP.

Specifically, this project involves: 1) demolition of an existing concrete platform to enlarge the working area; 2) construction of a 22,600-square-foot, 46-foot-tall, light frame canopy structure to cover the stockpiles of unprocessed and processed RAP and the RAP processing equipment; 3) construction of a new 610-square-foot office space with a break room, electric room, and restroom, provide utility connections including power, water, sewer, and telecommunication infrastructure; and 4) miscellaneous site improvements such as installation of truck weight scales and concrete pavement at the facility entrance and exit, facility lighting and site drainage upgrades, and the design and installation of new perimeter fencing. Low Impact Development (LID) planter boxes would be installed along the northern, eastern, southern, and partially western sides of the proposed storage space and in the western portion of the project site.

Figure 3a Overview of Development within the Project Site, Facing East

Figure 3b Overview of Active Work Area within the Project Site, Facing West

Figure 3c Overview of Paved Roadways, Facing Northwest

Figure 3d Overview of Asphalt Materials on Project Site, Facing East

Circulation and Parking

Vehicular access to the facility would be provided via a proposed driveway along Harriet Street and along the alley located along the northern project site boundary. Passenger cars and heavy trucks would enter and exit the project site through a sliding metal gate. A 3-inch wide swinging pedestrian gate would be provided in two locations both located in the southwest corner of the project site. The project would provide three parking spaces: one standard space, one American Disabilities Act (ADA) space, and one electric vehicle (EV) space.

Landscaping

The proposed landscaping would be ornamental in nature and would feature trees, shrubs, and stormwater planters. Street trees would be concentrated along the project's frontage with East 25th Street and Harriet Street. Trees, shrubs, and groundcover would be located at the northwest and southwest corners of the site. In addition, approximately 30-inch Gabion retaining walls filled with RAP rubble would be installed at the northwest and southwest corners of the project site to provide erosion control and enhance landscaping. Prior to the issuance of a building permit, the project would be required to submit final planting and irrigation plans to the City's Bureau of Sanitation for review and approval.

Construction

Based on the information provided by the project application, the project is anticipated to be constructed over a period of approximately 2 years. For purposes of analysis in this Initial Study-Mitigated Negative Declaration (IS-MND), construction is assumed to commence in October 2024 and finish in September 2026. Construction would occur in five phases: demolition, site preparation, building construction, paving, and architectural coating. Demolition and site clearing activities are forecasted to begin in October 2024 and last approximately 2 months; this phase would produce approximately 6,200 cubic yards (cy) of demolition debris and other aggregate materials for off-site disposal. Construction of the office, canopy structure, and utility connections would begin in March 2025 and last for approximately 1 year, with up to 27 construction personnel on-site. Finally, site improvements (i.e., concrete pouring, lighting and drainage, and landscaping) would begin in March 2026 following the completion of the building structures and last for approximately 6 months, requiring up to 23 construction personnel on-site.

The selected design consultant would provide a 20 percent bridging document that would be used as a design basis to choose a design-built contractor, who would complete the remaining 80 percent of design and construction. The 20 percent bridging document would take approximately 6 months and the design-built would take approximately 2 years to complete. The bid and award phase in between would take approximately 6 months.

Construction of the proposed project would occur up to 8 hours per day, 5 days per week. Construction would occur between 7:00 a.m. and 9:00 p.m., Mondays through Fridays. No construction would occur on Saturdays, Sundays, or public holidays.

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction (Greenbook)
- Work Area Traffic Control Handbook
- Additions and Amendments to the Standard Specifications for Public Works Construction

Project Design Features (PDFs)

PDF BIO-1 Nesting Bird Avoidance

The proposed project will result in the removal of vegetation and disturbances to the ground during construction and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the federal MBTA of 1918 (50 Code of Federal Regulations [CFR] Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). *Take* means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If proposed project activities cannot feasibly avoid the breeding bird season, beginning 30 days prior to the disturbance of suitable nesting habitat, the BOE construction manager shall:
    a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    b. If a protected native bird is found, the BOE shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
    c. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    d. The BOE shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the proposed project.

PDF CR-1 Unanticipated Discovery of Archaeological Resources

Unanticipated Discovery or Archaeological Resources would be managed in accordance with "Greenbook". During initial ground disturbance for the project site, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983) shall monitor construction activities. Initial ground disturbance is defined as disturbance within previously undisturbed native soils. If, during initial ground disturbance, the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), the qualified archaeologist may recommend that monitoring be reduced or eliminated. If cultural resources are identified during initial monitoring, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the CCR Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS, per CCR Section 15126.4(b)(3)(C).

PDF CR-2 Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Confidentiality

Any and all information provided about the location of an archeological or sacred site will not be disclosed or reproduced both digitally and on paper. Furthermore, the location must not be published for public viewing, which includes any reports either preliminary or final and must be kept confidential to maintain the integrity and compliance of the archeological or sacred site.

Operation

As mentioned previously, the facility would supply up to 294,000 tons of RAP annually to Asphalt Plant No. 1. The unprocessed RAP would be trucked in from various street improvement sites. The unprocessed RAP would be held in one of the concrete container bins that is covered under the proposed canopy structure. Based on the production requirements, the unprocessed RAP would be crushed and screened through the RAP processing equipment and stored in the other concrete bin. The proposed concrete container box could hold 24,000 tons of RAP, which is roughly 12 days of RAP needed to meet production volume. The processed RAP would be loaded onto trucks and transported to the Asphalt Plant No. 1 site at 2484 East Olympic Boulevard. Depending on weather conditions, one container may have more material than the other.

Based on the design capacity, the project would generate 14,700 truck trips annually with an average of 59 truck trips per day to Asphalt Plant No. 1. However, based on the average annual production, the facility would generate 6,300 truck trips annually with an average of 25 truck trips per day to Asphalt Plant No. 1. On-site equipment would include one portable crusher/screener, loaders, and a water truck.

Operation hours on the site would occur from 5:00 a.m. to 2:30 p.m., Monday through Friday with night and weekend work. The project site would be staffed with three employees who would be operating the loader and RAP processing equipment.

10. Surrounding Land Uses and Setting

The project site is located within a highly developed industrial area surrounded by industrial development. Specifically, the project site is bound to the south by East 25th Street and across East 25th Street are two industrial properties with surface parking lots. The project site is bound to the west by Harriet Street and across Harriet Street are railroad tracks and industrial development. To the north of the project site is a northwest-southeast trending railroad and to the east is an industrial property and beyond is the Los Angeles River, approximately 500 feet from the project site.

11. Other Public Agencies Whose Approval is Required

The City of Los Angeles BOE is the lead agency with responsibility for approving the proposed project. Approval from other public agencies, other than other City Departments, such as the Department of Building and Safety and Bureau of Sanitation, is not anticipated.

12. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

Yes. As part of the process of identifying cultural resources issues in or near the project site, Rincon Consulting, Inc. (Rincon), on behalf of the City, sent letters inviting tribes to consult with the City on July 25, 2023. The City requested a response within 30 days of receipt as specified by Assembly Bill (AB) 52. As of the date of this IS-MND, the City has not received a request for consultation.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	November 16, 2023 Date
Maria Martin	Environmental Affairs Officer
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

For purposes of determining significance under CEQA, scenic resources are the visible natural and cultural features of the landscape that contribute to the public's enjoyment of the environment. A *scenic vista* is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. Scenic vistas can be officially designated by public agencies. The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates State Scenic Highways. Scenic highways are highways located in areas of natural beauty. A scenic highway becomes officially designated when the local governing body applies to and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right-of-way.

Environmental Setting

Scenic Resources

According to the City's Conservation Element of the City of Los Angeles General Plan, the city encompasses 214 square miles of hills and mountains (City of Los Angeles 2001). The San Gabriel and Santa Susana Mountains bound the city on the north, the Santa Monica Mountains extend across the middle of the city, and the Palos Verdes Hills and Pacific Ocean are on the south and west. The Los Angeles River and its associated tributaries and flood plains are also prominent topographic features.

Scenic Highways

The California Scenic Highway System indicates that no existing or proposed State Scenic Highways are near the project site (Caltrans 2019).

Light and Glare

The proposed project consists of an asphalt plant, which includes outdoor and safety lighting, as necessary. Primary sources of light in the project vicinity are associated with vehicles traveling along Harriet Street, East 25th Street, street and parking area lighting, and existing nearby industrial buildings, including building-mounted lighting. Glare is generally a result of reflections off of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. Potential impacts from light and glare are directly related to the level of urbanization in the vicinity of the project site and the design of the proposed asphalt plant.

a. Would the project have a substantial adverse effect on a scenic vista?

A significant impact would occur if a project were to introduce incompatible development within a field of view containing a scenic vista or substantially block views of a scenic vista. Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of an area.

Views of the San Gabriel Mountains are partially visible to the north of the site. Under existing conditions, views of the San Gabriel Mountains are largely obscured from East 25th Street due to intervening development, topography, and atmospheric haze that is common in the city throughout the year. The proposed project would construct a maximum 46-foot-tall canopy, which would partially obscure views of the San Gabriel Mountains from East 25th Street, although not substantially more than views are obscured under existing conditions. Therefore, the proposed project would not substantially alter existing views of the San Gabriel Mountains from East 25th Street. Implementation of the proposed project would not result in a substantial adverse impact to the general viewsheds of the scenic resources within the city. Therefore, the proposed project would result in a less-than-significant impact associated with an adverse effect on a scenic vista.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

A significant impact would occur if scenic resources were damaged or removed by a project within a designated scenic highway. The California Scenic Highway System indicates that no existing or proposed State Scenic Highways are in the vicinity of the project site (Caltrans 2019). The nearest designated scenic highway is Interstate 110, a federal byway, located approximately 3.5 miles northwest of the project site. Accordingly, the project site does not have a substantial effect on scenic resources within a State Scenic Highway corridor. Thus, no impact to a State Scenic Highway would occur from implementation of the proposed project.

NO IMPACT

c. 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 a 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?

The proposed project would not degrade the existing visual character or quality of the site or its surroundings. The site is in an existing heavy industrial area and is operates as an asphalt plant. Construction of the proposed project would result in temporary changes to the visual appearance of the site; however, these changes would occur over a construction period of approximately two years and some of the construction activities such as stockpiling material and the movement of heavy vehicles is consistent with the visual character of the existing plant. The construction activities at the project site would only be visible from the industrial properties surrounding the site and by motorists on Harriet Street and East 25th Street.

The proposed project would demolish the existing aged plant and replace it with a modern facilities and ancillary buildings with an industrial visual character and scale that would be compatible with the surrounding industrial area. The height of the proposed plant and ancillary buildings would be similar to that of the existing plant. Construction of a modern plant with perimeter landscaping would result in an improvement to the visual character of the site and its surrounds. Landscaping would be selected, installed, and maintained consistent with the requirements of the City of Los Angeles Landscape Ordinance No. 170,978 (City of Los Angeles Planning Department 2005). The proposed project would improve and not substantially degrade the existing visual character of the site, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Spill light occurs when lighting standards such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance.

Construction activities would take place up to 8 hours a day and lighting would be required during the early morning and evening hours, and possibly at other times of the day during the winter months when natural light is low. The industrial areas surrounding the project site are not light-

sensitive. Nevertheless, construction lighting would be positioned to minimize the extent of light spill beyond the site boundary. Construction lighting is not anticipated to have an impact on nighttime views in the area particularly considering there are no scenic vistas or other sensitive receptors in proximity to the project site.

The existing plant has security lighting along the perimeter. The proposed project would also have security lighting along the perimeter of the site and would not create a new source of light in the area. The lighting intensity would be similar to that of the existing plant and would be directed to prevent light spill beyond the site boundary. The proposed project would have no impact on nighttime views in the area.

The buildings to be constructed as part of the proposed project would be constructed predominantly of materials such as cast-in-place concrete, cement plaster, reclaimed wood panels, and a metal roof with solar panels, which would not cause glare. Thus, glare impacts from proposed building elements would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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?

According to the California Department of Conservation (DOC), the entire project site is classified as "Urban and Built-Up Land" (DOC 2022). In addition, the project site is occupied by an asphalt plant; therefore, no agricultural production occurs on-site. The project site is zoned as Heavy Manufacturing and is not zoned for agricultural use (City of Los Angeles 2023). Additionally, the project site is not on land enrolled under the Williamson Act (DOC 2022). The project site does not include forest land and is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production (City of Los Angeles 2023). Therefore, due to the absence of agricultural land, forest land, and timberland at the project site, the proposed project would not involve changes to the existing environment that could result in conversion of Farmland to a non-agricultural use or the conversion of forest land to non-forest use. No impact on agriculture and forestry resources would occur.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Overview of Air Pollution

The federal Clean Air Act (CAA) and State CAA mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of 10 microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone (O_3), which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_X. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles. Secondary pollutants include oxidants, O_3, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include sources such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air Quality Standards and Attainment

The project site is in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met, if they are not met, to develop strategies to meet the standards.

Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment." In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants. The human health associated with these criteria pollutants, presented in Table 1, is already occurring in those areas as part of the environmental baseline condition.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SCAB is in nonattainment for O_3 and $PM_{2.5}$ federal standards. Also, the SCAB is in nonattainment for the state standard for O_3, $PM_{2.5}$, and PM_{10} and designated unclassifiable or in attainment for all other federal and state standards (SCAQMD 2016). The nonattainment statuses result from several factors. These factors include the combination of emissions from a large urban area, the regional meteorological conditions adverse to the dispersion of air pollution emissions, and the mountainous terrain surrounding the SCAB that traps pollutants.

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[1]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, *Air Quality Criteria for Particulate Matter*, October 2004.

Source: United States Environmental Protection Agency, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution; https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm

Air Quality Management

Since the SCAB currently exceeds O_3 and $PM_{2.5}$ NAAQS standard, the SCAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS. The SCAQMD 2022 Air Quality Management Plan (AQMP 2022) is a regional blueprint designed to meet the NAAQS and demonstrate how attainment will be reached. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP focuses on delineating NAAQS attainment dates for the 2015 8-hour O_3 standard, which must be achieved by 2037 in following the USEPA's designation of the SCAB as an "Extreme" nonattainment area in 2018. Extreme nonattainment areas have a 20-year horizon to demonstrate how emissions reductions can be achieved to meet the nonattainment standard. The 2022 AQMP acknowledged that the most significant air quality challenge in the SCAB is the reduction of NO_X emissions, which must be reduced by 67 percent beyond what would be achieved with current regulatory programs. The 2022 AQMP builds on previous AQMPs and includes a variety of new strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost effective and feasible, and low-NO_X technologies in other applications), best management practices (BMP), co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour O_3 standard.

Air Emission Thresholds

SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA since the publication of the *Handbook*. Some of these changes include recommended

thresholds for emissions associated with both construction and operation of a project are used to evaluate a project's potential regional and localized air quality impacts.

Regional Thresholds

Table 2 presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis.

Table 2 Air Quality Thresholds of Significance

Pollutant/Precursor	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Construction						
Regional Threshold (lbs/day)	75	100	550	150	150	55
Localized Threshold (lbs/day)	–	106	2,406	–	70	24
Operations						
Regional Threshold (lbs/day)	55	55	550	150	150	55
Localized Threshold (lbs/day)	–	106	2,406	–	17	6

lbs/day = pounds per day; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; VOC = volatile organic compounds

Source: South Coast Air Quality Management District 2009, 2016

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LST) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2009).

The SCAQMD has established LSTs that are applicable for projects located within up to 500 meters (1,640 feet) of sensitive receptors. As a conservative approach, the LST thresholds values utilized in the analysis are specific to SRA 1 (Central LA County) for a project site up to 1 acre with sensitive receptors within 200 meters (656 feet) and were obtained from the SCAQMD LST guidance document.

Toxic Air Contaminants

SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TAC) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding a 1-in-1-

million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0.

Methodology

Air pollutant emissions generated by the proposed project's construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including project land uses, square footage for different uses (e.g., office and parking), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the proposed project as described under Section 9, *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the BOE-provided construction schedule and construction equipment list. Construction would occur over approximately two years, spanning from the fourth quarter of 2024 to the third quarter of 2026. Demolition and site clearing activities are forecasted to begin in October 2024 and last approximately 2 months; this phase would produce approximately 6,200 cy of demolition debris and other aggregate materials for off-site disposal. Construction of the office, canopy structure, and utility connections would begin in March 2025 and last for approximately 1 year, with up to 27 construction personnel on-site to accomplish the work. Finally, site improvements would begin in March 2026 following the completion of the building structures and last for approximately 6 months, requiring up to 23 construction personnel on-site. The proposed project assumes that all construction equipment used would be diesel-powered and would comply with all applicable regulatory standards. In particular, the proposed project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

Operations at the site would generate emissions of air pollutants from a variety of sources, including on-site off-road equipment use to handle the aggregate materials, off-site mobile source on-road vehicle trips for employee commuting and material hauling, and area sources including natural gas combustion from water heaters, landscaping equipment, and the use of consumer products. Periodic re-application of architectural coatings would generate VOC off-gassing emissions on a recurring yet infrequent basis; CalEEMod assumes the reapplication rate is once every 10 years. CalEEMod estimates emissions from these sources based on the land use type and size, as well as default or project-specific trip generation data. Area source emissions are based on natural gas combustion rates for building heating, water heaters and cooking, landscape equipment fuel combustion, and consumer products usage (including paints) rates built into the CalEEMod program. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC) Commercial End Use Survey data set, which provides energy demand by building type and climate zone. The small office building included in the proposed project design would produce minimal area and energy source emissions that were quantified in CalEEMod. Based on preliminary projections, the proposed project would generate three daily City BOE employees commuting round trips and up to 59 daily hauling round trips if operating at optimal capacity. On-site equipment would include one Portable Crusher/Screener, loaders, and a water truck.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The following analysis addresses the consistency with applicable SCAQMD and Southern California Association of Governments (SCAG) policies, including the SCAQMD's 2022 AQMP and growth projections within the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the consistency with applicable SCAQMD and SCAG policies:

- Would the proposed project result in any of the following?
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or,
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the proposed project exceed the assumptions utilized in preparing the AQMP?
  - Is the proposed project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the proposed project include air quality mitigation measures; or,
  - To what extent is project development consistent with the AQMP land use policies?

The first indicator is assessed by comparing emissions of air pollutants that would be produced by construction and operation of the proposed project to the SCAQMD significance thresholds, both on regional and localized scales. The air quality significance thresholds were designed to prevent the occurrence and exacerbation of air quality violations resulting from construction and operation of individual CEQA projects in the context of existing ambient air quality conditions. The second indicator is assessed by determining consistency of permanent operations with population, housing, and employment assumptions that were used in the development of the AQMP and the RTP/SCS.

Construction

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. NO_X emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with the provisions and BMPs propagated by Rule 403—such as the application of water as a dust suppressant to exposed stockpiles and disturbed ground surfaces—would reduce regional fugitive dust PM_{10} and $PM_{2.5}$ emissions associated with construction activities by approximately 61 percent.

Table 3 shows the maximum unmitigated daily regional emissions for each activity, including emissions from sources located both on- and off-site. As stated above, the unmitigated emissions account for the provisions of SCAQMD Rule 403, which requires BMP in fugitive dust control resulting in a 61 percent reduction from on-site fugitive dust sources including disturbed ground surface and material stockpiles. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds during construction of the proposed project. Therefore, impacts would be less than significant.

Table 3 Construction Emissions (pounds/day)

Pollutant	Maximum Daily Emissions	Significance Threshold	Significant Impact?
Regional Analysis			
VOC	2.5	75	No
NO_x	18.5	100	No
CO	18.9	550	No
SO_x	<1	150	No
PM_{10}	3.6	150	No
$PM_{2.5}$	1.8	55	No
Localized Analysis			
VOC	–	–	–
NO_x	15.6	106	No
CO	16.0	2,406	No
SO_x	–	–	–
PM_{10}	2.8	70	No
$PM_{2.5}$	1.6	24	No

See Appendix A for California Emissions Estimator Model worksheets.

Notes: NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; VOC = volatile organic compounds; CO = carbon monoxide; SO_x = oxides of sulfur

Operations

The analysis of emissions during future operations followed a similar methodology to the construction assessment and quantified estimates of daily pollutant emissions from sources that would be involved in operation of the proposed project. As described above, these include remote off-site mobile source vehicle trips for employee commuting and bulk aggregate material hauling, as well as on-site sources such as area (landscaping and consumer products), energy (natural gas combustion), and off-road equipment use. Table 4 provides a summary of the daily O_3-precursor and criteria pollutant emissions that would be generated by future operation of the proposed project beginning in 2026. As demonstrated by the results of the analysis, both regional and localized emissions would remain substantially below the corresponding SCAQMD screening thresholds. Therefore, this impact would be less than significant regarding the potential exacerbation of air quality violations or delaying attainment of the air quality standards.

Table 4 Operational Emissions (pounds/day)

Pollutant	Maximum Daily Emissions	Significance Threshold	Significant Impact?
Regional Analysis			
VOC	1.1	55	No
NO_x	10.0	55	No
CO	8.3	550	No
SO_x	0.1	150	No
PM_{10}	1.9	150	No
$PM_{2.5}$	0.6	55	No
Localized Analysis			
VOC	–	–	–
NO_x	2.3	106	No
CO	4.9	2,406	No
SO_x	–	–	–
PM_{10}	0.1	17	No
$PM_{2.5}$	0.1	6	No

See Appendix A for California Emissions Estimator Model worksheets.

Notes: NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; VOC = volatile organic compounds; CO = carbon monoxide; SO_x = oxides of sulfur

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP, thereby rendering the regional emissions inventory inaccurate. Implementation of the proposed project would not introduce new growth in regional population or housing, and therefore would have no effect related to growth projections built into the AQMP emissions inventory. The facility would provide employment for approximately three City BOE staff members that would be expected to commute locally and would not influence regional growth projections. The proposed project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the RTP/SCS that could render the emissions inventory or air quality conformity analysis invalid. Future operation of the proposed project would not interfere with air pollution control measures listed in the AQMP and would not conflict with the goals of the General Plan Air Quality Element. The proposed project would accommodate more efficient operations at City BOE facilities and would not have the potential to exacerbate existing air quality violation conditions. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The SCAB is currently designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ under the state standards and nonattainment for O_3 and $PM_{2.5}$ under the federal standards. Therefore, a project may result in a cumulatively considerable air quality impact under this criterion if daily emissions of O_3 precursors

(VOC and NO_X) or particulate matter (PM_{10} and $PM_{2.5}$) exceed applicable air quality thresholds of significance established by the SCAQMD. The SCAQMD designed the significance thresholds to prevent projects from exceeding the ambient air quality standards and potentially resulting in air quality violations. The SCAQMD suggests that if any quantitative air quality significance threshold is exceeded by an individual project during construction activities or operation, that project is considered cumulatively considerable and would be required to implement effective and feasible mitigation measures to reduce air quality impacts.

Conversely, the SCAQMD propagates the guidance that if an individual project would not exceed the regional mass daily thresholds, then it is generally not considered to be cumulatively significant. This method of impact determination allows for the screening of individual projects that would not represent substantial new sources of emissions in the SCAB; it also serves to exclude smaller projects from the responsibility of identifying potentially concurrent new or proposed construction and operation emissions nearby since the incremental contribution to regional emissions is minor. As discussed above, implementation of the proposed project would not exceed any applicable SCAQMD regional mass daily thresholds during construction or operation. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Construction

The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. The LST values were determined using emissions modeling based on ambient air quality measured throughout the SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach levels sufficient to create public health concerns for sensitive receptors. With regards to TAC emissions, off-road equipment exhaust would contain diesel particulate matter (DPM), which is the most prevalent air toxic in the greater Los Angeles region. However, each individual piece of equipment would only be in operation for a portion of the workdays. Carcinogenic risks are typically assessed on timescales of several years to multiple decades, as the risk accumulates over extended periods of exposure. Short-term exposures to DPM would have to involve extremely high concentrations in order to exceed the SCAQMD Air Quality Significance Threshold of 10 excess cancers per million. Therefore, impacts would be less than significant.

Operation

The SCAQMD recommends that a health risk assessment be conducted for substantial sources of DPM emissions (e.g., truck stops and distribution facilities) where sensitive receptors are located near the source of emissions. Exposure is dependent on the distance from the source of emissions to the sensitive receptor. There are two factors leading to a conclusion that the proposed project would not expose sensitive receptors to substantial pollutant concentrations. First, the proposed project would not include a significant source of TACs. Asphalt “batching” equipment would not be located on the project site. Sources of emissions would be limited to one Portable Crusher/Screener, a loader, and a water truck. Based on the design capacity, the proposed asphalt plant would average 59 trips per day to Asphalt Plant No. 1. Importantly, there are no sensitive land uses near the project site with the nearest being the Santa Fe Art Colony located approximately 450

meters (1,476 feet) to the west. In addition, Table 4 shows that operational emissions would be below the SCAQMD LSTs. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize standard construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. The construction contractor will ensure that activities comply with SCAQMD Rules 401 (Visible Emissions) and 402 (Nuisance) to prevent the occurrence of public nuisances and visible dust plumes traveling off-site. Therefore, impacts would be less than significant.

Operation

Odors are the only potential operational emissions other than the sources addressed above. Land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include these land uses, although RAP processing activities could generate off-site odors. Importantly, activities at the project site would include crushing and sorting demolition debris and not the more odorous production activities associated with “batch” hot mix asphalt. Project activities would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. In addition, there are no sensitive land uses, such as residences, located within 1,000 feet of the project site that may be exposed to adverse odors. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

4 Biological Resources

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

Environmental Setting

The proposed project would be constructed on approximately 1.2 acres of property, which is being occupied by an asphalt plant. The project site is surrounded by industrial development, where properties are highly disturbed and primarily paved. One palm tree located at the northwest corner of the site and minimal non-native grass along the frontage of East 25th Street are the only existing vegetation on the project site.

Wildlife known to occur in the vicinity includes the California ground squirrel, opossum, raccoon, western fence lizard, house sparrow, European starling, and rock dove, all common species in the area that are not federally or state-listed. Based on the California Natural Diversity Database, there is the potential for the southwestern willow flycatcher, a federally and state-endangered species, to occur in the project vicinity; however, no suitable habitat for this species is located on or near the project site (California Natural Diversity Database 2022). A search of the United States Fish and Wildlife Services' (USFWS) *Critical Habitat for Threatened & Endangered Species* map identified no designated or proposed critical habitat within 1 mile of the project site (USFWS 2022). There is no native habitat for plants or wildlife located on the project site and the site lacks the minimum characteristics and conditions necessary to support any sensitive or protected plant or wildlife species that occur in the region.

Adjacent to the project site to the east is the Los Angeles River, which is approximately 500 feet from the project site. This portion of the Los Angeles River that is contained within a concrete trapezoidal channel is identified as "open space" in the Central City North Community Plan (City of Los Angeles 2000). No habitat restoration for this segment of the river is proposed as part of the Los Angeles River Revitalization Plan (City of Los Angeles 2022). There is no state or federally designated critical habitat in this portion of the Los Angeles River, and it does not support any state or federally listed or proposed threatened or endangered species (USFWS 2022).

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?

The project site is an asphalt plant; therefore, there is no suitable habitat for candidate, sensitive, or special-status species on the site. Although the southern willow flycatcher was identified by CDFW's CNDDB in the project vicinity, there is no suitable habitat for this species to occur on or near the project site (CDFW 2022). Furthermore, no designated or proposed critical habitat was identified on the project site, or within a 1-mile radius (USFWS 2022). Because neither protected species nor their habitat would be adversely affected by construction or operation of the proposed project, no impact would occur.

Adjacent to the project site to the east is (approximately 500 feet from the project site) the Los Angeles River. This portion of the Los Angeles River that is contained within a concrete trapezoidal channel is identified as "open space" in the Central City North Community Plan (City of Los Angeles 2000). While it is included in the Los Angeles River Revitalization Plan as part of the Los Angeles River Corridor, no habitat restoration for this segment of the river is proposed as part of the Los Angeles River Revitalization Plan (City of Los Angeles 2022). Although the Los Angeles River has year-round flows (primarily resulting from urban runoff and treated wastewater), there is no state or

federally designated critical habitat in the portion of the Los Angeles River, and it does not support any state or federally listed or proposed threatened or endangered species.

NO IMPACT

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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Los Angeles River is located approximately 500 feet to the east of the project site; however, this segment of the river is contained within a concrete trapezoidal channel, and there is no riparian vegetation within or adjacent to the channel. While the river is designated as "open space" in the Central City North Community Plan (City of Los Angeles 2000), because of the paved channel, there are no sensitive natural communities present in this part of the river. Surface water runoff from the project site drains towards East 25th Street, and the proposed project design would include LID design standards, such as LID planters, which are designed to minimize the potential for pollutants to leave the project site. During construction, a Stormwater Pollution Prevention Plan (SWPPP), including BMPs to control stormwater pollution would be implemented. As a result, the proposed project would have no substantial adverse effect on riparian habitat or other sensitive natural communities. No impact would occur.

NO IMPACT

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?

There are no federally protected wetlands, as defined by Section 404 of the Clean Water Act, present on the project site; therefore, there would be no adverse effect on these resources as a result of construction or operation of the proposed project and no impact would occur.

NO IMPACT

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?

The nearest wildlife corridor to the proposed project site is the Los Angeles River, which is designated as a riparian linkage in the Greater Los Angeles County Open Space for Habitat and Recreation Plan (part of the Greater Los Angeles County Integrated Regional Water Management Plan) (County of Los Angeles 2012). As discussed under Section 4 (b) above, the Los Angeles River would not be adversely affected by construction or operation of the proposed project.

The Migratory Bird Treaty Act (MBTA) protects several species of birds, including their active nests. Although no federally listed species have the potential to occur on a regular basis nor are likely to breed on the project site, to avoid the potential to disturb nesting birds, removal of the palm tree on the project site would be completed outside of the nesting season (February 1 – September 15). If tree removal must occur during the nesting season, a qualified biologist would conduct preconstruction nesting bird surveys within 5-7 days prior to removal as described in PDF BIO-1, below. In addition, the proposed project design includes landscaping around the perimeter of the project site, which could provide limited habitat for migratory birds. With implementation of PDF BIO-1, impacts to nesting birds would be less than significant.

There are no native wildlife nursery sites in the vicinity of the project site; therefore, no nursery sites would be adversely affected by the proposed project. Because the construction and operation of the proposed project would not interfere substantially with the movement of native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, there would be no impact as a result of the proposed project.

PDF BIO-1 Nesting Bird Avoidance

The proposed project will result in the removal of vegetation and disturbances to the ground during construction and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the federal MBTA of 1918 (50 Code of Federal Regulations [CFR] Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the federal MBTA). However, PDF BIO-1 Nesting Bird Avoidance is incorporated into the project to avoid take of nesting native bird species and migratory native bird species for compliance with these regulations.

LESS-THAN-SIGNIFICANT IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Los Angeles Municipal Code includes a Protected Tree Relocation and Replacement Ordinance (Section 1. Subdivision 12 of Subsection A of Section 12.21), which protects a number of Southern California native tree species. The project site contains one palm tree at the northwest corner of the site; however, there would be no impacts to the palm tree during construction or operation of the proposed project. Therefore, the proposed project would not conflict with the Protected Tree Relocation and Replacement Ordinance.

The City of Los Angeles General Plan Open Space Element (City of Los Angeles 1973) includes policies that regulate activities that affect areas designated as open space. Although the Los Angeles River in the vicinity of the project site is designated as open space, as discussed in Section 4 (b) above, there would be no impacts on the Los Angeles River during construction or operation of the proposed project; therefore, the proposed project would not conflict with local policies regarding open space.

Because the proposed project would not conflict with local policies or ordinances protecting biological resources during construction or operation of the proposed project, such as a tree preservation policy or ordinance, no impact would occur.

NO IMPACT

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?

Within the city and county of Los Angeles, there are a number of plans focused on habitat restoration and conservation. These include the Los Angeles River Revitalization Master Plan (City of Los Angeles 2022), the Greater Los Angeles County Open Space for Habitat and Recreation Plan (County of Los Angeles 2012c) (part of the Greater Los Angeles County Integrated Regional Water Management Plan), and the City of Los Angeles General Plan Open Space Element (City of Los Angeles 1973). Though these plans identify the Los Angeles River corridor as open space, none

include specific conservation or restoration plans for the concrete-lined portion of the Los Angeles River that is located to the east of the project site. In addition, as discussed in Section 4 (b) above, there would be no impacts on the Los Angeles River during construction or operation of the proposed project; therefore, no impact would occur.

NO IMPACT

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5 Cultural Resources

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

Cultural Resources Regulatory Setting

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). *CEQA Guidelines* Section 15064.5 states the term "historical resources" shall include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources Public Resources Code Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et. seq.).
2. A resource included in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) as follows:
   - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
   - Is associated with the lives of persons important in our past;
   - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- Has yielded, or may be likely to yield, information important in prehistory or history (*CEQA Guidelines* Section 15064.5).

Properties listed on the National Register of Historic Places (NRHP) are automatically listed on the CRHR, along with State Landmarks and Points of Interest. The CRHR can also include properties designated under local ordinances or identified through local historical resource surveys.

Per Public Resources Code Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource may have a significant impact on the environment. A *substantial adverse change* in the significance of a historical resource is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." *CEQA Guidelines* Section 15064.5(b) states the significance of an historical resource is "materially impaired" when a project does any of the following:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the CRHR;
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources or its identification in an historical resources survey, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a], [b]).

Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person.

The significance of cultural resources and impacts to those resources is determined by whether or not they can increase our collective knowledge of the past. The primary determining factors are site content and degree of preservation.

A Cultural Resources Assessment was completed for the proposed project by evaluating proposed project impacts to historical and archaeological resources (Rincon 2023). The assessment included a cultural resources records search of the California Historical Resources Information System (CHRIS)

at the South-Central Coastal Information Center (SCCIC), historical maps and aerial imagery review, Native American consultation including a Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC), a field survey of the project site conducted on May 24, 2023, and archival research. The following analysis is based on the results of the Cultural Resources Assessment, which is provided in full as Appendix D.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1894 to 1928 depict the Redondo Junction, also referred to as the Ballona Junction, passing through and surrounding the project site. By 1928, buildings are shown in the southern portion of the project site and by 1948 the project site is developed with three buildings and a paved road within the project site. The Redondo Junction is still shown passing through and surrounding the project site until 1964. Between 1952 and 1964, historical aerial maps no longer depict all three buildings in the southern portion of the project site. Additionally, the Redondo Junction is no longer shown passing through the project site. From 1952 to 1964, development is identified approximately 375 feet south of the project site with the construction of an industrial building, currently known as Reliance Steel. Imagery from 1972 to 2022 depicts the project site in its current condition. The field survey conducted on May 24, 2023, and background research did not identify any built environment resources that may be considered historical resources within the project site. The proposed project therefore does not have the potential to impact built environment historical resources and no impact on historical resources would occur.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

On May 22, 2023, Rincon conducted a CHRIS records search results from the SCCIC. The SCCIC is the official State repository for cultural resources records and reports for the county in which the proposed project falls. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.25-mile radius surrounding it. Rincon also reviewed the NRHP, the CRHR, the California Historical Landmarks list, and the Built Environment Resources Directory, as well as its predecessor the California State Historic Property Data File. Additionally, Rincon reviewed the Archaeological Determination of Eligibility list.

Sacred Land File Search

Rincon contacted the NAHC on April 18, 2023, to request a search of the SLF, as well as a contact list of Native Americans culturally affiliated with the project site vicinity. A response was received from NAHC on May 4, 2023, stating the SLF search had been completed with negative results. Appendix B of the Cultural Resources Assessment provides the results of the SLF request from the NAHC.

Survey Results

Rincon conducted a pedestrian survey of the project site on May 24, 2023. Rincon conducted a pedestrian survey using transect intervals spaced 10 meters (approximately 33 feet) and oriented generally from east to west. Exposed ground surfaces were examined for artifacts (e.g., flaked stone

tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were also visually inspected. Survey accuracy was maintained using a handheld Global Positioning Satellite unit and a georeferenced map of the project site. Site characteristics and survey conditions were documented using field records and a digital camera.

A geoarchaeological sensitivity analysis was prepared for the project site. Sediments within the project site date to the Holocene, consist of alluvium, and the project site lies 500 feet from the channelized Los Angeles River. Holocene aged alluvium dates to human occupation and alluvial soils are episodic in nature, meaning that there is a potential for buried archaeological deposits. Additionally, water sources are known to be conducive to long-term habitation. However, no archaeological resources have been identified within the project site or a 0.25-mile radius. The project site has been heavily disturbed with the construction of the current building, parking lot, and landscaped areas since at least 1928. Furthermore, the Metz and Pico Series do not contain previously documented buried A horizons, and both extend to known maximum depths 9.8 feet and 5 feet, respectfully, below current surface. Based on this geoarchaeological analysis, the project site sensitivity for containing intact buried archaeological deposits is moderate.

The field survey and background research did not identify any archaeological resources or archaeological deposits in the project site. The lack of surface evidence of archaeological materials does not preclude their subsurface existence. However, the absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, along with the existing level of disturbance in the project site, suggest there is a low potential for encountering intact subsurface archaeological deposits. Although the geoarchaeological sensitivity analysis for the proposed project identified the sensitivity as moderate for archaeological resources, the project site has been heavily developed since at least 1895. Nevertheless, PDF CR-1 is included during construction in accordance with the Standard Specifications for Public Works Construction (Greenbook) for unanticipated discoveries during construction, which would reduce impacts to a less-than-significant level.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No known human remains have been documented within the project site or the immediate vicinity. While the project site is unlikely to contain human remains, the potential for the recovery of human remains during ground-disturbing activities is always a possibility. If human remains are found, existing regulations outlined in the California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. PDF CR-2 would require that the proposed project comply with California Health and Safety Code Section 7050.5 regarding recovery and reburial of the remains. With implementation of PDF CR-2 Unanticipated Discovery of Human Remains, impacts to human remains would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

6 Energy

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

Regional and Local Energy Setting

Energy use relates directly to environmental quality because energy use can adversely affect air quality and can generate Greenhouse Gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences, heats and cools buildings, and powers vehicles. Transportation energy use corresponds to the fuel efficiency of cars, trucks, and public transportation; the different travel modes, such as single-passenger automobile, carpool, and public transit; and the miles traveled using these modes.

Energy Supply

PETROLEUM

California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the state but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area. Crude oil production in California and Alaska is in decline, and California refineries depend increasingly on foreign imports (CEC 2022a). According to the United States Energy Information Administration (EIA), California's field production of crude oil totaled 134.6 million barrels in 2021 (EIA 2022a).

Southern California is in Petroleum Administration for Defense District 5 (PADD 5). PADDs are geographic groupings of the United States that assists the EIA in assessing regional petroleum product supplies and their movements throughout the nation. Demand in PADD 5 includes in-region consumption, transfers of fuels to other parts of the United States (other PADDs) and to other regional markets within PADD 5, and exports to the global market. Supply in PADD 5 includes in-region refinery production, receipts of fuels produced in other regions and other PADD 5 regional markets, and imports (EIA 2015). There are four petroleum refineries located in the city of Los Angeles: Marathon Petroleum, Phillips 66, Valero Energy, and Valero Wilmington Asphalt Refinery. The petroleum refineries in the city consume a total of approximately 593,300 barrels per day (CEC

2021). As discussed below, the other petroleum refineries near are the Lunday-Thagard Co. Refinery and World Oil Refining Refinery, both located in the city of South Gate, adjacent to the southeastern boundary of the Southeast Los Angeles community. In general, individual users, such as residents and employees, purchase petroleum fuels. There are hundreds of gasoline stations (GasBuddy 2023). According to the DOC Division of Oil, Gas, and Geothermal Resources (DOGGR), there are hundreds of plugged oil and gas wells and about 30 wells still active in the Playa del Rey area of Los Angeles (DOGGR 2023).

A variety of alternative fuels are used to reduce petroleum-based fuel demand. Their use is encouraged through various statewide regulations and plans, such as the Low Carbon Fuel Standard and SB 32[2]. Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with alternative fuels such as hydrogen, biodiesel, and electricity. Currently, 54 hydrogen and 35 biodiesel refueling stations are in California. Ten hydrogen refueling stations are in Los Angeles. Over 100 vehicle charging stations exist in the city (United States Department of Energy n.d.).

ELECTRICITY

In 2021, California's overall electric generation (including imported energy from throughout the northwestern and southwestern United States) totaled 280,738 gigawatt hours (GWh) (CEC 2022b). Primary fuel sources for the state's power mix in 2021 included the following (CEC 2022b):

- Natural gas (37.9 percent)
- Large hydroelectric (9.2 percent)
- Solar (14.2 percent)
- Nuclear (9.3 percent)
- Wind (11.4 percent)
- Geothermal (4.8 percent)
- Small hydroelectric (1.0 percent)
- Biomass (2.3 percent)
- Coal (3.0 percent)
- Petroleum coke (less than 1 percent)
- Waste heat (less than 1 percent)
- Oil (less than 1 percent)
- Other Unspecified (6.8 percent)

According to the 2018 Integrated Energy Policy Report, California's electric grid relies increasingly on clean sources of energy such as solar, wind, geothermal, hydroelectricity, and biomass (CEC 2018). As this transition advances, the grid is also expanding to serve new sectors including electric vehicles, rail, and space and water heating. California has installed more renewable energy than any other state in the United States with 67,461 GWh of generation (CEC 2022b).

The Los Angeles Department of Water and Power (LADWP) transmits and delivers electricity to residents and businesses in the city. There are 20 natural gas power plants, three biomass plants, 25 solar farms, and no petroleum power plants in Los Angeles (EIA 2022b). Additionally, Los Angeles is served by a number of electricity substations.

[2] AB 32 requires the California State Air Resources Board (CARB) to ensure the state's greenhouse gas (GHG) emissions are reduced to 40 percent below the 1990 levels by 2030.

Energy Demand

PETROLEUM

In 2020, transportation accounted for 34 percent of California's total energy demand, amounting to approximately 2,356 trillion British thermal units (Btu) (EIA 2020). According to the CEC, California's 2020 fuel sales totaled 11.2 billion gallons of gasoline and 1.6 billion gallons of diesel (CEC 2022c).

Los Angeles County fuel sales are compared to statewide sales herein to provide regional and statewide context for fuel consumption. As shown in Table 5, Los Angeles County consumed an estimated 3.06 billion gallons of gasoline and 224 million gallons of diesel fuel in 2021, which was approximately 22.2 percent of statewide gasoline consumption and approximately 11.9 percent of statewide diesel fuel consumption (CEC 2022c).

Table 5 2021 Annual Gasoline and Diesel Consumption

Natural Gas	Los Angeles County (millions of gallons)	California (millions of gallons)	Proportion of Statewide Consumption
Gasoline	3,061	13,818	22.2%
Diesel	224	1,883	11.9%

Source: California Energy Commission 2022c

ELECTRICITY

California consumed approximately 280,738 GWh in 2021. Residential electricity demand accounted for approximately 36 percent of California's electricity consumption in 2020, and non-residential demand accounted for approximately 64 percent (CEC 2022a).

Electricity consumption in Los Angeles County is compared to statewide consumption herein to provide regional and statewide context. As shown in Table 6, Los Angeles County consumed approximately 65,376 GWh in 2021 (CEC 2022a), approximately 23 percent of statewide electricity consumption (CEC 2022a).

Table 6 2021 Electricity Consumption

Energy Type	Los Angeles County (GWh)	LADWP (GWh)	California (GWh)	Los Angeles County Proportion of Statewide Consumption	LADWP Proportion of Statewide Consumption
Electricity	65,376	20,891	280,738	23%	7.4%

GWh = gigawatt hour; LADWP = Los Angeles Department of Water and Power

Source: California Energy Commission 2022a

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary power may also be provided for construction trailers and electric construction equipment.

Energy use during construction would be temporary in nature and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than 5 minutes and would minimize unnecessary fuel consumption. Table 7 summarizes estimated construction fuel consumption for the proposed project.

Table 7 2021 Estimated Project Construction Fuel Consumption

	Energy Consumption[1]	
	Gasoline (gallons)	Diesel (gallons)
Construction	17,873	103,258
See Appendix A for Energy Calculations		

Electrical power would be consumed to construct the proposed project, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the area. Construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies or infrastructure. In addition, per applicable regulatory requirements such as the CALGreen standards, the proposed project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the proposed project. Furthermore, in the interest of cost-efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary, such as scheduling unnecessary deliveries of materials or operating diesel-fueled equipment while not in use. Therefore, proposed project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and construction impacts would be less than significant.

Operation

Energy demand from proposed project operation would include electricity consumed by building operations as well as gasoline fuel consumed by passenger vehicles of employees. Energy consumption is analyzed by fuel type in the following subsections.

Electricity Consumption

The energy consumption of the proposed project was quantified and is estimated to consume 115 megawatt hour (MWh) of electricity annually. This estimate of electricity usage includes, but is not limited to, electricity to power indoor appliances, lighting, water conveyance, and air conditioning. Table 8 summarizes estimated annual operational electricity consumption for the proposed project.

Table 8 Estimated Project Annual Operational Electrical Consumption

	Energy Consumption[1]	
Electricity	MWh	MMBtu
Proposed	114.66	391.24

MMBtu = million metric British thermal units; MWh = megawatt-hours
[1] Energy consumption is converted to MMBtu
Numbers may not add up due to rounding.
Source: Terry A. Hayes Associates Inc. 2023.

Electricity would be provided by the LADWP. As of 2021, LADWP had a renewable energy procurement portfolio of 37 percent, which would reduce the amount of nonrenewable fuels consumed to supply electricity development facilitated by the proposed project (LADWP 2022). Development facilitated by the proposed project would comply with the 2022 California Building Energy Efficiency Standards for Residential Buildings and CALGreen (CCR Title 24, Parts 6 and 11) or later versions. The standards require the provision of electric vehicle charging equipment, recycling services, solar-ready development, and other energy efficiency measures that would reduce the potential for inefficient use of energy.

Day-to-day project operation would consume electricity to treat and transport water and wastewater to and from the project site. According to the CalEEMod output files and project-specific water consumption detailed in the Air Quality and Greenhouse Gas Study (Terry A. Hayes Associates Inc. 2023), the proposed project would require approximately 5.5 million gallons of water per year, which would consume approximately 13.4[3] MWh per year for treatment and transport to and from the project site. The proposed project would incorporate higher-efficiency plumbing fixtures in accordance with the latest Title 24 requirements, which would reduce the potential for the inefficient or wasteful consumption of energy related to water and wastewater.

Given the aforementioned, proposed project operations would not result in the wasteful, inefficient, or unnecessary consumption of electricity. Operation-related energy impacts from electricity consumption in the buildings themselves would be less than significant.

Natural Gas, Gasoline, and Diesel Fuel Consumption

Proposed project operation would result in the consumption of gasoline and diesel fuels by vehicle trips and diesel delivery trucks. Based on anticipated vehicle miles traveled and the anticipated fleet mix in the CalEEMod output, Table 9 shows operational vehicle trips would consume approximately 29,767 gallons of gasoline per year and approximately 4,738 gallons of diesel fuel annually (see Appendix A of this report for energy calculation sheet). This analysis does not account for factors that would facilitate use of active or public transportation. Therefore, fuel consumption by passenger vehicle trips would not be wasteful, inefficient, or unnecessary.

Table 9 Estimated Project Annual Operational Fuel Consumption

	Energy Consumption[1]	
Transportation	**Gasoline (gallons)**	**Diesel (gallons)**
Proposed	29,767	4,738
See Appendix A for Energy Calculations		

Overall Operational Energy Usage

As discussed in the preceding subsections, proposed project operation would consume electricity, as well as gasoline and diesel fuels. However, because of project design features that would maximize energy efficiency and conservation, overall proposed project operation would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, operational energy impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

[3] 5,454,422 gallons of water multiply by 8.33 pounds (Btu)/gallon water, divided by 3,400 Btu/1,000 MWh

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

State Plans

As mentioned above, SB 100 mandates 100 percent clean electricity for California by 2045. Because development facilitated by the proposed project would be powered by the existing electricity grid, the proposed project would be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Furthermore, the proposed project would comply with all applicable Title 24 requirements pertaining to energy efficiency and renewable energy. As such, the proposed project would not conflict with or obstruct implementation of state plans for renewable energy or energy efficiency.

Local Plans

The Air Quality Element of the City's General Plan includes a goal (Goal 5) that aims to increase energy efficiency through land use and transportation planning; the use of renewable resources and less-polluting fuels; and the implementation of conservation measures including passive methods such as site orientation and tree planting (Los Angeles 2003). Additionally, Section 19: Resource Management (Fossil Fuels) of the Conservation Element of the General Plan includes Policy 1, which aims to continue to encourage energy conservation and petroleum product reuse (Los Angeles 2001). In addition, the City released its first Sustainable City pLAn in 2019, which includes several goals and policies related to renewable energy and energy efficiency would be less than significant.

The proposed project, located in LADWP's service area, would not conflict with renewable energy targets and energy efficiency plans of the LA DWP. In addition, the proposed project's office use would be constructed to be consistent with Title 24 standards that are included in local plans. Therefore, potential impacts associated with renewable energy and energy efficiency would be less than significant.

The proposed project would also be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation and energy efficiency techniques in all new building design, orientation and construction and support of alternative transportation and fuels. In summary, the proposed project would not result in an increased reliance on fossil fuels, result in a decreased reliance on renewable energy sources, and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, energy impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	■
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

Geologic Setting

The project site is within the northern Peninsular Ranges geomorphic province, one of 11 major provinces in California (California Geological Survey [CGS] 2002). The Peninsular Ranges are comprised of a series of ranges separated by northwest trending valleys, which trend northwest-southeast and extend into lower California. The Peninsular Ranges are bound to the east by the Colorado Desert (CGS 2002).

According to the CGS, the project site is not located within an Alquist-Priolo Fault Zone, landslide zone, or liquefaction zone (CGS 2022). There are no faults present on the project site, and the closest fault to the project site is an unnamed Quaternary Fault located approximately 1 mile northeast of the project site (CGS 2015). The project site trends from east to west from an elevation of approximately 215 feet at the southwest corner of the project site to 256 feet at the northeast corner of the project site.

The City BOE prepared a Geotechnical Engineering Report for the project site on December 9, 2021 (BOE 2021). The geotechnical report included reviewing relevant information and completing a geophysical survey, field exploration, and laboratory testing programs. The geophysical survey was completed by GeoVision Geophysical Services (GeoVision) and the field exploration and laboratory testing were completed by Leighton Consulting, Inc. (Leighton). Groundwater was not encountered in any of the borings, which were all advanced to a depth of approximately 41.5-feet below ground surface (bgs). The project site is underlain by Quaternary Alluvium, which consists of unconsolidated floodplain deposits of silt, sand, and gravel.

a.1. 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?

The project site is in a seismically active region of Southern California; however, there are no known faults on the project site and the nearest fault, unnamed Quaternary Fault, is approximately 1 mile northeast of the project site (BOE 2023, CGS 2015). The proposed project would comply with State standards for building design through the California Building Standards Code (CBC) (CCR, Title 24) which requires all construction in California to comply with established minimum standards to safeguard the public health, safety, and general welfare. The CBC achieves this through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within California. Therefore, conformance to the CBC, impacts to the risk of loss, injury, or death involving the rupture of a known earthquake fault as a result of the proposed project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Ground shaking resulting from an earthquake occurring along any of several major active and potentially active faults in Southern California has the highest probability of affecting the proposed project site.

Based on information collected from geotechnical borings onsite and a probabilistic seismic hazard analysis, seismic design parameters for the proposed project were developed in accordance with

the 2022 CBC, as amended by the City and County of Los Angeles (the CBC is based on the International Building Code). In addition, plant employees are trained in emergency procedures associated with earthquakes. The seismic design features of the proposed project and emergency procedures and training would minimize the potential for people or structures to be adversely impacted from seismic ground shaking in the event of an earthquake. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The proposed project is not in a liquefaction-prone area or liquefaction zone (BOE 2023, CGS 2022). Groundwater was not encountered in any of the borings, which were all advanced to a depth of approximately 41.5-feet bgs. Due to the lack of shallow groundwater, the potential for liquefaction is considered low. Therefore, the proposed project would not directly or indirectly cause potential substantial adverse effects involving seismic-related ground failure, including liquefaction. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site and surrounding area is relatively flat and is not located within an area that has potential for landslides, including seismically induced landslides. Therefore, the proposed project would not expose people or structures to hazards and risks associated with landslides and no impact would occur.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Construction of the proposed project would involve ground-disturbing activities, such as excavation, trenching, and grading. These activities could result in erosion at the project site during construction, though soil exposure would be temporary and short-term in nature. In accordance with standard specifications for public works construction and building code requirements, a SWPPP incorporating water and wind erosion and sedimentation BMPs would be prepared and implemented during construction in order to prevent the proposed project from inducing substantial soil erosion. In addition, the proposed project would be required to comply with Section 64.72, *Stormwater Pollution Control Measures for Development Planning and Construction Activities*, of the City's Municipal Code, which requires standard construction BMPs for development projects. As detailed in Section 9, *Hazards and Hazardous Materials*, the project site contains contaminated soil and additional management measures would be implemented to prevent wind and water erosion from stockpiles of contaminated soil.

After construction is completed, the project site would be covered by an office building, a canopy, and pavement. A small proportion of the site would consist of landscaping (trees, shrubs, groundcover, stormwater planters, and 30-inch Gabion retaining walls). No areas of exposed soil would exist that would be exposed to the effects of erosion by wind or water.

Construction and operation of the proposed project would have less-than-significant impacts related to erosion.

LESS-THAN-SIGNIFICANT IMPACT

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?

As discussed above, the project site is not located within a liquefaction-prone area or liquefaction zone and is not subject to landslides. The geotechnical investigation conducted at the proposed project site determined that, based on materials encountered in the soil borings and considering the depth of historic groundwater levels (50-feet bgs), the potential for lateral spreading of earth materials during an earthquake at the site is very low (BOE 2023).

The proposed project's Geotechnical Engineering Report also indicates that the settlement potential on the project site would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the proposed project's Geotechnical Engineering Report. Through standard conditions of approval for the proposed project and in accordance with Moreno Valley Municipal Code Section 91.7006, the City would be required to incorporate the recommendations contained within the proposed project's Geotechnical Engineering Report into the grading plan for the proposed project. As such, implementation of the proposed project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

Construction and operation of the proposed project would have a less-than-significant impact related to occurrence on a geologic unit or soil that is anticipated to be unstable or having the potential to result in an on- or off-site landslide, lateral spreading, subsidence, or collapse.

LESS-THAN-SIGNIFICANT IMPACT

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?

Soils high in organic matter expand when they become moist and shrink when they dry out. The change in soil volume can damage building foundations. The project site is underlain by sand with gravel and there are no known expansive soils present at the site. Therefore, no impact would occur.

NO IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would connect to the City's existing wastewater conveyance and treatment system and would not include the installation of new septic tanks or alternative wastewater disposal systems. No impact would be associated with the use of septic tanks or alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is in an urbanized area and has been previously developed. Given the nature of the proposed project and existing site conditions, project-related ground disturbance (i.e., excavations) would occur within a previously disturbed area. Notwithstanding, construction activities such as grading, excavation, drilling, or any other activity that disturbs the surface or subsurface geologic formations may result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data if they are present. Therefore, impacts to paleontological resources would be potentially significant. Implementation of Mitigation Measures GEO-1 and GEO-2 would be required to reduce impacts to paleontological resources to a less-than-significant level.

Mitigation Measures

GEO-1 Paleontological Worker Environmental Awareness Program

Prior to the start of construction, a Qualified Professional Paleontologist (as accordance with Society of Vertebrate Paleontology [2010] standards) or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.

GEO-2 Unanticipated Discovery of Paleontological Resources

In the event a fossil is discovered during construction of the proposed project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the BOE shall retain a Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. The Qualified Professional Paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

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

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of a specific GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatonnes of anthropogenic CO_2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO_2, methane, and nitrous oxide in the atmosphere have

increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (USEPA 2023). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, increased "high" O_3 days, increased large forest fires, and an increase in drought years.

Significance Thresholds

The *CEQA Guidelines* require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended guideline allows lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor the SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA. The SCAQMD published the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* in October 2008.

The SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds. The Working Group proposed a 10,000 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year threshold for industrial projects. Per SCAQMD, projects below this bright-line significance criteria have a minimal contribution to cumulative global emissions and are considered to have less-than significant impacts.

Methodology

In accordance with Section 15064.4(c), GHG emissions that will be generated by construction and future operation of the proposed project were estimated using CalEEMod, Version 2022.1, which is the preferred regulatory tool recommended within the SCAQMD for estimating GHG emissions from proposed land use development projects. As described above, CalEEMod relies on an emissions factors database compiled from the CARB EMission FACtor (EMFAC) on-road mobile source emissions inventory model and the CARB OFFROAD off-road equipment model, as well as regional survey data for energy resource consumption, water use, and solid waste generation. Sources of GHG emissions during construction of the Project will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. Construction would result in short-term GHG emissions produced by construction equipment exhaust that CalEEMod quantifies as emissions of CO_2, CH_4, and N_2O. Additionally, construction activities generate GHG emissions from on-road vehicle trips from personal vehicles for worker commuting, vendor deliveries of equipment and materials, and trucks for soil and debris hauling. These GHG emissions are based on the number of trips and the VMT, along with emission factors from EMFAC for CO_2, CH_4, and N_2O. CalEEMod accounts for running exhaust and evaporative emissions, as well as vehicle starts.

Sources of GHG emissions during proposed project operation include automobile trips, on-site off-road equipment use, landscaping equipment, water use, and waste generation. Consistent with the air quality analyses, operational GHG source emissions were estimated using EMFAC emission rates in CalEEMod. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. Emissions related to water usage and wastewater generation were calculated using CalEEMod emission inventory model which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are related to the energy used to convey, treat, and distribute water and wastewater. Thus, the emissions are generally indirect emissions from the production of electricity

to power these systems. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod. GHG emissions are evaluated on an annual basis and, due to their cumulative nature, long-term operational emissions are combined with the amortized construction emissions extrapolated over a 30-year operational timeframe.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project would generate GHG emissions directly during temporary construction activities and permanent operational activities. Based on the design capacity, the proposed project would generate 14,700 trips annually with an average of 59 trips per day. Construction activities would result in approximately 450 $MTCO_2e$ over the 2-year construction period, which equates to approximately 15 $MTCO_2e$ annually over a 30-year amortization schedule. Table 10 presents the estimated GHG emissions that would be generated by the proposed project. The net increase in annual GHG emissions relative to existing conditions accounting for amortized construction emissions would be approximately 1,235 $MTCO_2e$ during the first full year of operations, which is substantially below the SCAQMD threshold value of 10,000 $MTCO_2e$. Therefore, impacts would be less than significant.

Table 10 Estimated Construction GHG Emissions

Year	Project Emissions (MT/yr CO_2e)
Total	450
Total Amortized over 30 Years	15

MT/yr CO_2e = metric tons per year of carbon dioxide equivalent
See Appendix B for California Emissions Estimator Model worksheets.

Table 11 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e in metric tons)
Construction	15
Operational	
On-Site Equipment	68
Recycled Asphalt Pavement Hauling Truck Trips	1,055
Employee Commuting Trips	10
Area Source Emissions	<1
Energy Resources	56
Water Resources	19
Solid Waste Disposal	7
Water	36
Total	**745**
South Coast Air Quality Management District Significance Threshold	**10,000**
Exceed Threshold?	**No**

CO_2e = carbon dioxide equivalent
See Appendix B for California Emissions Estimator Model worksheets.

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b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

There is no potential for the proposed project to conflict with GHG reduction plans. Recycling construction debris ultimately reduces regional GHG emissions by reducing demolition debris truck trips to landfills, reducing the need for the mining and delivery of raw materials to the region. Recycling construction debris is consistent with the goals and intentions of GHG reduction plans, including the State 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality, the SCAG Connect SoCal 2020–2045 RTP/SCS, and the City's Green Building Program. GHG emissions associated with the proposed project would be below the SCAQMD threshold for industrial projects. GHG emissions are regionally cumulative in nature, and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Standard construction and operating procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy-duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements, including idling time restrictions and maintenance, would ensure that construction and operational activities associated with the proposed project would not conflict with GHG emissions reductions efforts and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

Hazards and Hazardous Materials Setting

Federal, state, and local government laws define hazardous materials as substances that are toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high acute or chronic toxicity, carcinogenicity, bio accumulative properties, persistence in the environment, or that are water reactive.

The area evaluated for hazards and hazardous materials impacts includes the project site and nearby properties with the potential to affect or be affected by the proposed project. The project site is located approximately 0.7 mile from the nearest school (Carmen Lomas Garza Primary Center), approximately 8.6 miles northeast of Hawthorne Municipal Airport, 10.9 miles northeast of Los Angeles International Airport, and approximately 9.1 miles southwest of the Whittier Airstrip.

Rincon reviewed the following environmental documents prepared for the project site and provided by the BOE.

2021 Hazardous Building Material Survey

A 2021 pre-demolition building material survey for asbestos-containing materials (ACM), lead-based paint (LBP), and "universal wastes" (miscellaneous hazardous materials) was conducted by Ninyo & Moore at the project site (Ninyo & Moore 2021a). The survey did not identify ACM in the on-site structure, asphalt, or concrete on the project site. LBP was identified on the on-site structure and universal wastes (including containers of coolant, grease, and hydraulic oil, and halogen and fluorescent light bulbs) were identified in the concrete storage room in the on-site building. The report recommended proper handling, removal, and disposal of the identified lead-containing materials and universal wastes at the project site.

2021 Phase I ESA

A 2021 Phase I ESA conducted by Ninyo & Moore for the project site (Ninyo & Moore 2021b) indicates that the project site was occupied by a City of Los Angeles reclaimed asphalt pavement production plant, with small quantities (less than 5 gallons) of hazardous materials/petroleum products (such as grease and hydraulic oil) and minor surface staining on concrete. The report indicates that the project site was formerly used by the City of Los Angeles as a refuse collection and disposal site from approximately 1922 to 1952, and afterward as an asphalt production plant. Records available to Ninyo & Moore did not indicate the types of waste accepted at the project site during its use as a refuse facility. One set of railroad tracks formerly traversed the project site from approximately 1922 to 1972, and another set of railroad tracks currently traverses the project site and has since approximately 1922. Four former structures were present on the project site from approximately 1922 to 1988, and the current on-site concrete ramp and metal canopy were developed on the project site in approximately 1949.

Based on the research conducted in their report, Ninyo & Moore identified the following environmental concerns at the project site:

- Former use of the project site for refuse collection and disposal
- Current and former railroad tracks located on the project site

Off-site facilities identified in regulatory agency databases were determined to not be considered an environmental concern to the project site based on the nature of the database(s), regulatory case status, nature of the case, reported distance of the facilities from the project site, and/or location relative to the project site with respect to topography or expected groundwater flow direction.

2021 Environmental Site Investigation

Based on the findings of the 2021 Ninyo & Moore Phase I ESA, Leighton Consulting, Inc. (Leighton) recommended conducting subsurface soil and soil vapor sampling at the project site. A 2021 Environmental Site Investigation (SI) prepared by Leighton was conducted for the project site (Leighton 2021) and is described below.

SOIL MATRIX ANALYTICAL RESULTS

Soil matrix samples were collected from 15 borings on the project site and analyzed for Total Petroleum Hydrocarbons (TPH) in the gasoline, diesel, and oil ranges (TPH-g, TPH-d, and TPH-o, respectively), volatile organic compounds (VOC), semi-volatile organic compounds, chlorinated herbicides, chlorinated pesticides, PCBs, and metals.

The report indicates that TPH-g, TPH-d, TPH-o, VOCs, SVOCs, chlorinated herbicides, chlorinated pesticides, PCBs, and metals in these soil samples were either not detected above laboratory reporting limits or were detected below the industrial screening levels used.

However, two soil borings contained soluble and leachable lead at concentrations classified as Resource Conservation and Recovery Act (RCRA) hazardous waste.

SOIL VAPOR ANALYTICAL RESULTS

Soil vapor samples were collected from nine borings on the project site and analyzed for VOCs and methane (per Los Angeles Department of Building and Safety [LADBS] methane survey regulations).

Leighton indicates in their report that "VOCs in soil gas during this investigation were below their respective USEPA Regional Screening Levels and Department of Toxic Substances Control (DTSC) Screening Levels adjusted for industrial indoor air using a slab attenuation factor of 0.0005" (Leighton 2021).

Methane was reported to be detected in soil vapor at the project site at a maximum concentration of 640 parts per million by volume; however, no soil vapor pressures above 0.0 inch of water were detected.

REPORT SUMMARY AND RECOMMENDATIONS

Leighton concluded in their report that soil in the area of the two soil borings with concentrations of soluble and leachable lead "may be classified as RCRA hazardous waste," if excavated and removed from the project site, and may require special handling and disposal during construction (Leighton 2021).

Additionally, Leighton concluded in their report that "Based on the results of our methane survey, the [project site] would be classified as Site Design Level II with soil gas pressures less than or equal to two inches of water in accordance with LADBS Ordinance No. 175790." This ordinance also reportedly states that buildings located in the Methane Buffer Zone with this classification "shall not be required to provide any methane mitigation system." Therefore, Leighton concluded that "no soil gas or methane mitigation is required at the [project site]" (Leighton 2021).

Onsite Hazardous Material Release Case Listings

According to the State Water Resources Control Board (SWRCB) online GeoTracker database, the DTSC's online EnviroStor database, and the DTSC's online Cortese List database, the project site is not associated with hazardous material release case listings and is therefore not identified on a list

of hazardous material sites compiled pursuant to Government Code Section 65962.5 (SWRCB 2023a; DTSC 2023a, 2023b).

Offsite Hazardous Material Release Case Listings

According to the SWRCB's online GeoTracker database and the DTSC's online EnviroStor database, there are multiple hazardous material release case listings within 1,000 feet of the project site, including one closed Leaking Underground Storage Tank (LUST) case associated with the eastern/southern adjacent property (Darling Delaware at 2626 East 25th Street, T0603796838). Based on the soil-only nature of the adjacent LUST case and distance from the release to the project site (approximately 200-feet away), this case would likely not have an impact on the construction or operation of the proposed project. Other offsite hazardous material release case listings discussed in the 2021 Phase I ESA conducted for the project site were determined by Ninyo & Moore to not be considered an environmental concern to the project site (Ninyo & Moore 2021b).

Potential Regional Hazards

Additional research was completed to determine if landfills, oil and gas wells, hazardous material transportation pipelines, and per- and polyfluoroalkyl substances (PFAS) investigative sites are located onsite or could be affecting the project site.

Landfills

According to a review of the California Department of Resources, Recycling, and Recovery (CalRecycle) online Solid Waste Information System (SWIS) database, there are four solid waste facilities located within 2,000 feet of the project site as follows (CalRecycle 2023a):

- City Fibers LA Plant No. 2 (2545 East 25th Street) – This inactive, large volume solid waste transfer/processing facility is located adjacent to the west of the project site across Harriet Street.
- Sparks Pit Disposal Site (2626 East 26th Street) – This closed solid waste disposal site is located approximately 400-feet south of the project site. Site inspection forms from 1995 and 2000 indicate that the 10-acre facility (which includes the Harry Turken Disposal site, discussed below) operated from the 1930s to the 1950s and primarily accepted inert materials (including concrete, asphalt, brick, soil, and construction debris) and burn ash. The bottom of the excavated pit at the Sparks Pit/Harry Turken facility was reportedly at least 80-feet above maximum recorded groundwater (CalRecycle 2023b). The site inspection forms also indicate that the property has been paved and redeveloped for industrial uses (trucking, concrete mixing, etc.) and no "landfill gas" (methane) was detected at the property in 1995.
- Harry Turken Disposal (2626 East 26th Street) – This closed solid waste disposal site is located approximately 400-feet south of the project site, in the same area as the Sparks Pit Disposal Site (discussed above), which reportedly preceded the Harry Turken Disposal facility.
- Washington Boulevard Bulky Item Drop Off Center (2463 East Washington Boulevard) – This active, limited volume solid waste transfer facility is located approximately 1,000-feet northwest of the project site.

Oil and Gas Wells/Fields

According to a review of California Department of Conservation (DOC), Geologic Energy Management Division (CalGEM) online oil and gas well and field records, the project site is not located within an oil/gas field and there are no oil or gas wells located within 1,000 feet of the project site (DOC 2023b). The nearest oil well is a plugged dry hole well located approximately 2,000-feet west of the project site.

According to a review of the City of Los Angeles Department of Planning's online Zone Information and Map Access System (ZIMAS) database, the project site is not located within a Methane Zone or Methane Buffer Zone (City of Los Angeles 2023c).

Hazardous Material Pipelines

According to a review of the US Department of Transportation (USDOT), Pipeline and Hazardous Materials Safety Administration's online National Pipeline Mapping System (NPMS) database, there are no hazardous liquid or natural gas transmission pipelines within the project site (USDOT 2023).

However, there are two permanently abandoned hazardous liquid pipelines (pipeline IDs 027A and 077A) located adjacent to the west of the project site along Harriet Street.

There are two permanently abandoned hazardous liquid pipelines (pipeline IDs 2262 and 5215) and one permanently abandoned natural gas transmission pipeline (pipeline ID 7012) located approximately 450-feet west of the project site. There are several other permanently abandoned hazardous liquid and natural gas transmission pipelines located between 500 and 1,000 feet from the project site.

Per- and Polyfluoroalkyl Substances

Beginning in 2019, the SWRCB sent letters to property owners of sites that may be potential sources of PFAS. These sites currently include select airports, chrome plating facilities, Department of Defense (DoD) sites, landfills, publicly owned treatment works facilities, and bulk fuel storage terminals and refineries. The letters included a SWRCB Water Code Section 13267 Order (Investigative Order); an Investigative Order is a directive from the SWRCB to conduct on-site testing of groundwater and/or leachate. This does not mean that PFAS has been produced, used, or discharged at these sites. According to the SWRCB, "PFAS are a large group of human-made substances that do not occur naturally in the environment and are resistant to heat, water, and oil" (SWRCB 2023b).

According to a review of the California Statewide PFAS Investigation online Public Map Viewer, there are no current airport, DoD, landfill, or publicly owned treatment works PFAS orders at any facilities listed as located within 1 mile of the project site (SWRCB 2023b).

However, there is one current chrome plating facility listed as located within 1 mile of the project site: Rebilt Metalizing Co (2229 East 38th Street) located approximately 0.7-mile southwest of the project site. The online PFAS Investigation Map Viewer does not indicate whether this facility has been assessed for PFAS. However, documents available on the SWRCB's online GeoTracker database for this facility indicate that the facility owner completed a PFAS questionnaire in 2019, which states that the facility does not currently and has not previously used, stored, or released potential PFAS-containing materials.

Additionally, there are two bulk fuel storage terminals/refineries listed as located within 1 mile of the project site as follows:

- **Vernon Lubes (2619 East 37th Street).** This facility is located approximately 0.4-mile south of the project site. The online PFAS Investigation Map Viewer does not indicate whether this facility has been assessed for PFAS. However, documents available on the SWRCB's online GeoTracker database for Vernon Lubes indicate that based on the findings of a site walk and interviews with facility personnel conducted by the facility owner in 2021, the facility owner reported that PFAS-containing materials were not stored, used, or released at Vernon Lubes and requested that the SWRCB remove the facility from the 2021 PFAS Investigative Order.
- **Vernon Terminal (2709 East 37th Street).** This facility is located approximately 0.3-mile southeast of the project site. The online PFAS Investigation Map Viewer does not indicate whether this facility has been assessed for PFAS. However, documents available on the SWRCB's online GeoTracker database for Vernon Terminal indicate that a PFAS site investigation workplan was submitted to the SWRCB in 2021, revised in 2022, and amended later in 2022. A time extension request for submittal of a PFAS site investigation report was approved by the SWRB in March 2023; therefore, a PFAS assessment has not been completed at Vernon Terminal as of the date of this report.

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?*

Construction Impacts

A hazardous building materials survey conducted at the project site in 2021 indicated the presence of Lead Based Paint (LBP) on the project site canopy structure; ACM and other hazardous building materials (such as PCBs) were detected on-site. Therefore, demolition of the project site canopy structure prior to construction of the proposed project has the potential to release LBP dust into the atmosphere if not remediated prior to demolition, thereby exposing workers and the community to health hazards. Demolition activities may also include temporary storage or transport of these hazardous materials.

With respect to ACM, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires the owner or operator of any demolition or renovation activity to complete a facility survey for the presence of asbestos prior to any demolition or renovation activity. The survey must include the inspection, identification, and quantification of all friable, and Class I and Class II non-friable ACMs. In instances where friable ACMs are identified and could be disturbed by demolition or renovation activities, Rule 1403 also includes specific notification, removal, and disposal procedures for the ACMs. The individual conducting all work must be certified by California Occupational Safety and Health Act (Cal/OSHA). Compliance with Rule 1403 requirements would reduce the potential for impacts related to ACMs to less than significant.

Similarly, there are existing federal and state regulations that would apply to handling of LBP and PCBs (e.g., Title 40 of the CFR, Title 22 of the CCR, Toxic Substances Control Act, and Hazardous Materials Transportation Act). Compliance with these federal and state regulations would reduce the potential demolition and construction impacts related to LBP or PCBs to less than significant.

During proposed project construction, accidental conditions involving hazardous materials could occur and result of any of the following: direct dermal contact with hazardous materials, incidental ingestion of hazardous materials, or inhalation of airborne dust released from dried hazardous

materials. Additionally, the transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion. Appropriate documentation for all hazardous waste that is transported, stored, or used in connection with specific project-site activities is required for compliance with existing hazardous materials regulations codified in the CCR. Compliance with federal, state, and local laws, regulations, and Cal/OSHA training programs would minimize potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction. Compliance with these regulations would reduce the potential demolition and construction impacts related to accidental conditions involving hazardous materials to less than significant.

Operation Impacts

The existing project site is used as a recycled asphalt plant, and similarly operation of the proposed project may involve the use, storage, transportation, or disposal of hazardous materials, such as asphalt, fuel, paint products, lubricants, solvents, and cleaning products. Asphalt and asphalt oil used in the production of asphalt are considered hazardous by the Cal/OSHA Hazard Communication Standard (29 CFR 1910.1200). Therefore, the proposed project may have a risk of upset or accident conditions that would create health or safety risks to future project site workers.

Compliance with warning labels and storage recommendations from individual manufacturers would reduce exposure of project site workers to unusual or significant risks from hazardous materials. Furthermore, businesses that use, store, or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials to prepare a Hazardous Materials Business Plan (HMBP). HMBPs include an inventory of hazardous materials used or stored on-site and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The HMBP must include a Safety Data Sheet for each hazardous material used or stored. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. In addition, future operations at the project site would be required to conform with applicable environmental review processes and environmental regulations related to hazardous materials storage, use, and transport. Existing hazardous materials regulations would minimize the potential for the public to be exposed to adverse health or safety effects associated with the accidental release of hazardous materials into the environment. Therefore, operation impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The project site is not located within 0.25 mile of any schools. The closest school is the Carmen Lomas Garza Primary Center, which is located approximately 0.7 mile to the northeast of the project site. Therefore, the proposed project would not emit or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school and there would be no impact. The proposed project would however require transportation of some hazardous waste (contaminated soil and demolished building materials) and asphalt product within approximately 200 feet of the school. It is anticipated that less than 25 percent of trucks transporting asphalt product would travel along East Olympic Boulevard and Soto Street to access Interstate 10. The hazardous waste facility which would receive hazardous waste from proposed project construction is not known but it is

reasonable to assume that some hazardous waste would be transported along East Olympic Boulevard and Soto Street past the school. As detailed in Section 9(b), these materials would be enclosed or covered as appropriate during transportation and would be transported by licensed and trained vehicle operators.

NO IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the SWRCB's online GeoTracker database, the DTSC's online EnviroStor database, and the DTSC's online Cortese List database, the project site is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, based on the results of soil and soil vapor investigations conducted at the project site, there is known soluble and leachable lead-impacted soil at the project site at concentrations classified as RCRA hazardous waste, and known VOC-impacted soil vapor at the project site. Additionally, two permanently abandoned hazardous liquid pipelines are located adjacent to the west of the project site along Harriet Street. The project site is not located within a Methane Zone or Methane Buffer Zone; therefore, methane is not likely to have an impact on the proposed project.

Construction Impacts

With the known hazardous material project site conditions, there is a potential for demolition, grading, and construction workers to be exposed to contaminants (e.g., TPH, VOCs, and metals) via dust, soil, or soil vapor. Additionally, if off-site disposal of soils from the project site would occur during proposed project construction, the soil may require special handling or disposal as a waste.

Because groundwater beneath the project site is expected to be over 200 feet below grade, groundwater is not expected to be encountered during construction activities at the project site.

Consequently, the existing conditions at the project site may result in a potentially significant hazard to the public or the environment during demolition and grading/construction. Implementation of Mitigation Measures HAZ-1 through HAZ-5, discussed below, would reduce the demolition, grading, and construction impacts related to unknown/known hazardous material releases to less than significant.

Operation Impacts

As discussed above, with the known hazardous material project site conditions, there is a potential for project site workers and building occupants (industrial) to be exposed to contaminants via soil and soil vapor at the project site.

Therefore, operation of the proposed project may result in a significant hazard to the public or environment, which would be a potentially significant impact. Implementation of Mitigation Measure HAZ-5, discussed below, would reduce the operation impacts related to the known soil vapor hazardous material impacts to less than significant.

Mitigation Measures

HAZ-1 Regulatory Agency Submittal

The Los Angeles Fire Department (LAFD), or other agency as deemed applicable by the LAFD, shall be utilized for agency oversight of assessment and remediation of the project site through completion of building demolition, subsurface demolition, and construction. Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall submit the following documents to the LAFD:

- Current development plan and any modifications to the development plan
- All environmental documents completed for the proposed project, including this Initial Study document
- All future environmental documents completed for the proposed project

Upon submittal of the information above, LAFD may require actions such as: preparation of subsurface investigation workplans; completion of soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and offsite disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents. Subsurface soil, soil vapor, and groundwater investigations, if required, shall be conducted in accordance with a sampling plan that shall be reviewed and approved by LAFD.

The LAFD approval documents shall be submitted and reviewed by the BOE prior to issuance of grading permits.

It should also be noted that LAFD may determine that DTSC or Los Angeles Regional Water Quality Control Board (LARWQCB) may be best suited to perform the oversight agency duties for the assessment and/or remediation of the proposed project. Should the cleanup oversight agency be transferred from LAFD to DTSC or LARWQCB, this and other mitigation measures will still apply.

HAZ-2 Subsurface Investigation

Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall retain a qualified environmental consultant (Professional Geologist [PG] or Professional Engineer [PE]) to conduct a subsurface investigation, if required by LAFD. The subsurface investigations may include sampling of the following suspect or known release areas:

- Areas of the project site previously identified to contain impacted soil and/or soil vapor
- Delineation of the extent of subsurface impacts

Additionally, these subsurface investigations may include, but are not limited to, completion of:

- Geophysical surveys
- Soil, soil vapor, and/or groundwater sampling assessments
- Laboratory analysis for TPH (full range), VOCs, and/or metals

As part of the subsurface investigations, analytical results shall be screened against the environmental screening levels (ESL). These ESLs are risk-based screening levels for direct exposure of construction workers and residential and commercial/industrial land uses. The subsurface

investigation reports shall include recommendations to address identified hazards and indicate when to apply those recommended actions in relation to proposed project activities.

If contaminants are detected at the project site, appropriate steps shall be undertaken to protect site workers during proposed project construction. This would include the preparation of a Site Management Plan (SMP) (see Mitigation Measure HAZ-3).

If contaminants are detected at concentrations exceeding the ESLs for construction workers or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), appropriate steps shall be undertaken to protect site workers during project construction and if necessary, the public during proposed project operation (see Mitigation Measures HAZ-3, HAZ-4, and HAZ-5).

HAZ-3 Site Management Plan

Prior to commencement of demolition and construction/grading activities at the project site, the BOE shall retain a qualified environmental consultant (PG or PE) to prepare an SMP for the project site. The SMP shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and
2. Specific actions to reduce hazards to construction workers and offsite receptors during the construction phase.

The plan must establish remedial measures and soil management practices to ensure construction worker safety, the health of future workers and visitors, and prevent the off-site migration of contaminants from the proposed project. These measures and practices shall include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of BMPs
- Proper disposal procedures of contaminated materials
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities
- Monitoring and reporting
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection
- The health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

LAFD shall review and approve the SMP prior to construction (demolition and grading) activities at the project site. The City shall review and approve the SMP prior to issuance of grading permits. The BOE contractor shall implement the SMP during demolition, grading, and construction at the project site.

HAZ-4 Remediation

Where soil is known to be impacted (Leighton 2021), or is identified during implementation of Mitigation Measures HAZ-1, HAZ-2, and/or HAZ-3 to be present, within the construction envelope at chemical concentrations exceeding Commercial/Industrial ESLs and/or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), the BOE's contractor shall retain a qualified environmental consultant (PG or PE) to properly remediate and dispose of the contaminated media. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of sub-surface impacts, additional analytical testing per landfill or recycling facility requirements, soil excavation, and off-site disposal or recycling.

The LAFD shall review and approve the project site disposal recommendations prior to transportation of waste soils off-site, and review and approve remedial engineering controls, prior to construction.

The BOE contractor shall review and implement the disposal recommendations prior to transportation of waste soils off-site and review and implement the remedial engineering controls prior to construction.

The City shall review the project site disposal recommendations and remedial engineering controls prior to issuing a grading permit.

HAZ-5 Vapor Mitigation System

Where soil vapor is known (or is identified during implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3, or HAZ-4) to be present at chemical concentrations exceeding the Commercial/Industrial ESLs for sub-slab/soil gas (vapor) intrusion, the BOE contractor shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a vapor mitigation system design for the proposed project.

The plan shall include, but is not limited to:

- Design specifications
- Material specifications
- Installation requirements
- Monitoring requirements

The BOE shall design and implement engineering measures or institutional controls (e.g., soil vapor barrier) to prevent potential soil vapor intrusion into new residences or businesses in accordance with the measures included in the DTSC's *Vapor Intrusion Guidance Document – Final* (October 2011) and *Vapor Intrusion Mitigation Advisory, Revision 1* (October 2011) and the DTSC's *Final Draft Supplemental Guidance – Screening and Evaluating Vapor Intrusion* (February 2023).

LADBS shall review and approve the Vapor Intrusion Mitigation System design prior to construction. Engineering measures or institutional controls shall be submitted to LAFD and/or the City prior to the issuance of any grading or building permits. The BOE and/or contractor shall incorporate a sub-

slab vapor barrier during construction, the implementation of which would prevent the potential for soil gas VOCs from migrating to indoor air under Commercial/Industrial land use scenario.

The BOE shall retain a qualified professional to certify that the accepted measures and controls are properly constructed and functioning at the project site. The efficacy of the measures and controls shall be confirmed and certified by a qualified professional pursuant to the construction quality assurance/quality control testing guidance of the DTSC's *Vapor Intrusion Guidance Document – Final* (October 2011). Written verification shall be submitted to LAFD and/or the City.

LAFD and/or the City may require the creation of an Operations and Maintenance Plan to ensure that future operational activities (e.g., underground utility repairs), do not alter the effectiveness of the selected vapor mitigation system.

LAFD and/or the City shall review and approve the Operations and Maintenance Plan (if required) prior to occupancy. The BOE's contractor shall review the Operations and Maintenance Plan (if required) prior to issuing an occupancy permit and implement the Operations and Maintenance Plan during occupancy at the project site.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-5 during demolition/grading/construction and operation of the proposed project would reduce potential hazardous material impacts at the project site below applicable thresholds of significance by implementing proper management of hazardous materials and wastes, proper transportation of impacted materials, and/or site management practices. These practices would increase construction worker safety, the health of future workers and visitors, and remediation of hazardous soils.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

The project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The project site is located approximately 8.6-miles northeast of Hawthorne Municipal Airport, 10.9-miles northeast of Los Angeles International Airport, and approximately 9.1-miles southwest of the Whittier Airstrip. Therefore, no safety hazard associated with proximity to an airport is anticipated for the proposed project, and there would be no impact.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No road closures are anticipated to be necessary during construction. During construction, vehicles and equipment would access the project site via the existing driveways located off the frontage road that runs parallel to East Olympic Boulevard. As part of the construction activities, the site entrances would be improved and new security gates installed, however, this would not impact use of the frontage road. During construction, ingress and egress to the project site and surrounding properties, particularly for emergency response vehicles, would be maintained at all times. In addition, operation would not alter the adjacent street system. Therefore, construction and

operation of the proposed project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to California Department of Forestry and Fire Protection's, (CAL FIRE) Fire Hazard Severity Zone (FHSZ) Viewer, the project site and its adjacent area are not located within an FHSZ. The nearest Very High Fire Hazard Severity Zone (VHFHSZ) is approximately 11.3-miles northeast of the project site. Therefore, the project site is not located within an area prone to wildland fire hazards. The project site and surrounding areas are completely developed for industrial purposes and there are no wildlands adjacent to the project site. Therefore, no impact involving wildland fires is anticipated from the construction and operation of the proposed project.

NO IMPACT

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10 Hydrology and Water Quality

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

Environmental Setting

There are no surface water treatment systems at the project site currently. The proposed landscaping would be ornamental in nature and would feature trees, shrubs, and stormwater planters. Street trees would be concentrated along the proposed project's frontage with East 25th Street and Harriet Street. Trees, shrubs, and groundcover would be located at the northwest and southwest corners of the site. In addition, approximately 30-inch Gabion retaining walls filled with RAP rubble would be installed at the northwest and southwest corners of the project site to provide erosion control and enhance landscaping. The proposed project would provide LID planters surrounding the proposed canopy to the north, east, and south, and behind the proposed LID landscape area along the project site's frontage with Harriet Street. Project runoff would be collected in these LID planters and treated using biofiltration prior to being discharged into the storm drain. The proposed project also would provide a LID landscape area located on the southwest corner of the project site, just west of the proposed office building, which would increase infiltration and reduce stormwater flow.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1638G, the project site is classified as Zone X (Area of Minimal Flood Hazard) and is not located in a 100-year flood zone (FEMA 2018).

The Los Angeles Coastal Plan consists of the West Coast and Central Basins. The project site is in the Central Basin. The project site and surrounding area are not used for groundwater recharge or supply. Groundwater currently provides about 40 percent of the total water used in the West Coast and Central Basins. Depth to groundwater in the Central Basin has been 108 feet on average from 1964 through 2002. The shallowest recorded historic depth to groundwater in the area of the project site is 50-feet bgs (BOE 2023).

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The contractor would be required to comply with Section 402 Clean Water Act, which authorizes the National Pollution Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one-acre or larger to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The project contractor also would be required to comply with the California Porter-Cologne Water Quality Control Act (Section 13000 et seq., of the California Water Code), which requires that comprehensive water quality control plans be developed for all waters within the state. The project site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB).

Construction of the proposed project would involve clearing, grading, paving, utility installation building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the proposed project in the absence of any protective or avoidance measures.

On-site excavation, grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavation, and fill activities. Further construction would be required to comply with applicable requirements pertaining to stormwater and urban runoff. This includes compliance with City Ordinance 172,176

which pertains to control and regulation of discharges to the storm drain system and receiving water; Ordinance 172,673 which requires implementation of stormwater pollution control measures for construction activities; and Ordinance 173,494 which provides stormwater pollution control for planning and construction of development and redevelopment projects and requires the establishment of BMPs to control site runoff. These BMPs would be detailed in a SWPPP and would be in compliance with the latest NPDES Stormwater Regulations. BMPs would include covering stockpiles of material to prevent water erosion and use of fiber roll along the perimeter of the site to prevent sedimentation off-site. With implementation of construction BMPs to minimize and control soil erosion and site runoff, significant impacts to water quality from site runoff during construction are not expected.

The City LID Ordinance took effect on May 12, 2012, and includes implementation of stormwater management strategies that seek to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration, and the use of these systems to cleanse water of pollutants. Consistent with LID site design approaches, runoff from the project site would be collected in LID planters and properly treated using biofiltration prior to it leaving the project site. Therefore, operation of the proposed project would improve the quality of stormwater runoff discharged from the project site. Improving the quality of stormwater runoff discharged from the site would help the City avoid or minimize the potential for future violations of water quality standards and is a benefit of the proposed project.

LESS-THAN-SIGNIFICANT IMPACT

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?

Construction and operation of the proposed project would not utilize groundwater nor deplete groundwater supplies and therefore no impacts are anticipated.

Development of the proposed project would incrementally increase impervious surface coverage on the property since the existing use on the project site is an asphalt production plant. The incremental increase would reduce the amount of water percolating down into the underground aquifer that underlies the project site and a majority of the city. Water captured by the proposed project's LID landscaped areas would have the opportunity to percolate into the ground. With buildout of the proposed project, the local groundwater levels would not be substantially adversely affected. Accordingly, buildout of the proposed project would not interfere substantially with groundwater recharge.

For the reasons stated above, the proposed project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(i) 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?

The proposed project would not alter the course of a stream or river. The area of the project site where the existing plant is located would be regraded in a way that generally maintains the existing drainage pattern during operation of the proposed project. Runoff from the project site would drain to LID planters surrounding the proposed canopy to the north, east, and south, and behind the proposed LID landscape area along the project site's frontage with Harriet Street, which would remove sediment, nutrients, bacteria, and metals from stormwater via biofiltration and reduce stormwater flow through infiltration.

As discussed under Section 10(a), the project contractor would be required to comply with a future SWPPP, which identify required BMPs to be incorporated into the proposed project to ensure that near-term construction activities and long-term post-development activities of the proposed project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the proposed project's SWPPP, the proposed project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

There are no surface water treatment systems at the project site currently. As detailed in Section 10(c)(i) above, runoff from the project site would drain to the proposed LID planters and LID landscape area, which would reduce stormwater flow through infiltration. As such, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(iii) 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 that would 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?

Runoff from the project site would drain to the proposed LID planters and LID landscape area, which would reduce stormwater flow through infiltration prior to discharge. Therefore, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and impacts would be less than significant.

As discussed under Section 10(a), the project contractor would be required to comply with a future SWPPP, which identify required BMPs to be incorporated into the proposed project to ensure that near-term construction activities and long-term post-development activities of the proposed project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance

with the proposed project's SWPPP, the proposed project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(iv) 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 impede or redirect flood flows?

According to the FEMA FIRM No. 06037C1638G, the project site is classified as Zone X (Area of Minimal Flood Hazard) and is not located in a 100-year flood zone (FEMA 2018). Accordingly, the project site is not expected to be inundated by flood flows during the lifetime of the proposed project and the proposed project would not impede flood flows. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the FEMA FIRM No. 06037C1638G, the project site is classified as Zone X (Area of Minimal Flood Hazard) and is not located in a 100-year flood zone (FEMA 2018). Therefore, inundation by flood at the project site is unlikely.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Although the project site is located adjacent to the Los Angeles River, the Los Angeles River is not considered an enclosed large body of water that could experience seiches during an earthquake. Therefore, inundation by a seiche is unlikely.

Tsunamis are tidal waves generated in large bodies of water caused by fault displacement or major ground movement. Hazardous tsunamis, which are rare along the Los Angeles coastline, have the potential to cause flooding in the low-lying coastal areas. According to the Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the Los Angeles City General Plan, the project site is not located within a tsunami hazard area. Therefore, inundation by tsunami is unlikely. Overall, the proposed project would not risk the release of pollutants due to project inundation. No impact would occur.

NO IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As described under Section 10(a), above, the project site is located within the Los Angeles River Basin and project-related construction and operational activities would be required to comply with the LARWQCB's Los Angeles River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and WQMP. Implementation of the proposed project would not conflict with or obstruct the Los Angeles River Basin Water Quality Control Plan and impacts would be less than significant.

Additionally, as discussed under Section 10(a) above, the proposed project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge and, therefore, is not expected to conflict with or obstruct a sustainable groundwater management plan. Furthermore, LADWP produces potable groundwater from the Los Angeles Groundwater Basin Central Subbasin, which is an adjudicated basin (DWR, n.d.). Adjudicated basins are exempt from

the 2014 Sustainable Groundwater Management Act requirement to develop Groundwater Sustainability Plan, because such basins already operate under a court-ordered water management plan to ensure their long-term sustainability. No component of the proposed project would obstruct or prevent implementation of the management plan for the Los Angeles Groundwater Basin Central Subbasin. As such, the proposed project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

11 Land Use and Planning

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

a. Would the project physically divide an established community?

The proposed project would be constructed entirely on the existing asphalt plant site, and does not include features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. Therefore, construction and operation of the proposed project would not physically divide an established community and no impact would occur.

NO IMPACT

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?

The proposed project consists of the demolition of the existing asphalt plant and construction of a new, modern plant. The entire project site has a land use designation and zoning designation of "Heavy Manufacturing (M3-1-RIO)." The proposed project would develop the project site in accordance with its underlying General Plan land use and zoning designation and would not conflict with any applicable policies contained in the General Plan or applicable zoning regulations/development standards contained in the City's Municipal Code. Because the proposed project would have no conflict with the General Plan and/or zoning regulations, no significant environmental impact would occur from such a conflict.

NO IMPACT

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12 Mineral Resources

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

Environmental Setting

Underlying the city of Los Angeles are finite deposits of non-renewable mineral resources, including petroleum and natural gas, limestone, and aggregate (e.g., rock, sand, and gravel).

Sand and gravel deposits in the city of Los Angeles follow the Los Angeles River flood plain, coastal plain and other water bodies and courses. Mineral resource sites within the city have been classified by the state geologist into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of such sites. MRZ-2 sites are those containing potentially significant sand and gravel deposits, which are to be conserved. MRZ-2 sites are identified in Exhibit A of the Conservation Element of the City of Los Angeles General Plan.

While there are MRZ-2 sites within the city, much of the area within these sites was developed with structures prior to the MRZ-2 classification and, therefore, are unavailable for extraction (City of Los Angeles 2001). The project site is one such area that was filled and developed for the purposes of asphalt production prior to being classified as an MRZ-2 site.

According to CGS's aggregate map, the project site is not located in an area of aggregate production (CGS 2018). According to the DOC's *Well Finder Map*, the project site is not within an area with known oil or gas resources (DOC 2023).

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?

The project site is not located in an area with oil or gas reserves. The project site is located within a MRZ-2 location that contains potentially significant sand and gravel deposits. However, because the project site has been previously filled and developed for the purpose of asphalt production the site is currently unavailable for extraction. In addition, there are no known mineral resources on the project site or near the site. Therefore, the proposed project would not result in the loss of

availability of a known mineral resource or locally important mineral resource recovery site, and no impact would occur.

NO IMPACT

13 Noise

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

Environmental Setting

The project site is currently occupied by a reclaimed asphalt pavement production plant operated by the City BSS, which consists of a concrete pad, a storage room with several containers of coolant, grease, and hydraulic oil, and an approximately 25-foot-tall, steel canopy with metal supports in the northeast corner of the site. The central and western portions of the site are used to store asphalt, vehicles, and other equipment.

The project site is located within a highly developed commercial area surrounded by industrial development. Specifically, the project site is bound to the south by East 25th Street and across East 25th Street are two industrial properties with surface parking lots. The project site is bound to the west by Harriet Street and across Harriet Street are railroad tracks and industrial development. To the north of the project site is a northwest-southeast trending railroad and to the east is an industrial property and beyond is the Los Angeles River, approximately 500 feet from the project site.

The nearest sensitive receptor to the site is the multi-family residential area of Rio Vista Village, which is located approximately 0.7 mile (3,696 feet) to the northeast. The Carmen Lomas Garza Primary Center School and the multifamily residential area of Boyle Heights are located approximately 0.8-mile (4,224-feet) northeast of the site.

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?

Construction

For projects where construction activities occur further than 500 feet from a noise sensitive use and construction would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday, there would normally be no significant impact from construction. A project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than 1 day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Construction activities are the only temporary or periodic activities associated with the proposed project that emit noise. The nearest sensitive receptor to the site is the multifamily residential area of Rio Vista Village which is located approximately 0.7 mile to the northeast. The Carmen Lomas Garza Primary Center School and the multi-family residential area of Boyle Heights are located approximately 0.8-mile northeast of the site. This is a substantial setback in comparison to the 500-feet distance referenced in the *L.A. CEQA Thresholds Guide*. While construction of the proposed project would occur between the hours of 7:00 a.m. and 9:00 p.m., the proposed project would utilize construction equipment, which are typically noisy and therefore further consideration was considered to be prudent.

Heavy equipment used during construction would also include equipment such as excavators, backhoes, loaders, bulldozers, cranes, graders, rollers, pavers, pile drivers, drill rigs, forklifts, dump trucks, flatbed trucks, water trucks, and dump trucks. Construction of the proposed project is anticipated to occur over a period of approximately 2 years.

The loudest pieces of heavy equipment operated at the site would consist of excavators, cranes, graders, and dozers. Such equipment typically emit noise in the range of 80 to 85 dBA at a distance of 50 feet. Assuming that four pieces of heavy equipment are operating simultaneously between 50 and 200 feet of each other, the average sound level would be 68 dBA at 400 feet from the nearest piece of equipment. Based simply on the fact that noise attenuates with distance, and without considering other noise attenuating factors such as atmospheric absorption, ground effects and intervening structures, it is anticipated that average construction sound levels at the Rio Vista Village (3,695 feet away) and at the Carmen Lomas Garza Primary Center School and the multifamily residential area of Boyle Heights (3,685 feet away) would be nominal.

The *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on noise levels from construction if construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. The presumed ambient level provided by Los Angeles Municipal Code (LAMC) 111.03 for the

Carmen Lomas Garza Primary Center school and Rio Vista Village (C2 land use zone) is 60 dBA during the daytime and 55 dBA during the nighttime.

The multifamily residential area of Boyle Heights (RD land use zone) has a presumed ambient level of 50 dBA during the daytime and 40 dBA during the nighttime. Because construction would not occur during the nighttime, the anticipated sound levels as a result of average construction activities were only compared to the presumed ambient level during the daytime. The construction noise level for the proposed project is anticipated to be less than the presumed ambient daytime noise level of 60 dBA at the Carmen Lomas Garza Primary Center School and the Rio Vista Village due to intervening roadways, railways, and distance. The predicted average construction noise level for the proposed project would not exceed the presumed daytime ambient level of 50 dBA at the multifamily residential area of Boyle Heights by more than 5 dBA due to intervening roadways, railways, and distance. Therefore, the proposed project would have less-than-significant impacts during the typical construction period for the proposed project.

Operations

It is unclear if the 5 dBA increase threshold was to be evaluated in terms of the 24-hour average CNEL or average hourly ambient sound levels. For the purposes of this assessment, it is presumed that the 5 dBA increase was to be evaluated against the average hourly ambient sound levels. As described in LAMC 111.03, the presumed ambient noise level of the quieter zone shall be used at the boundary line between two zones. The proposed project is located entirely within the city's Heavy Industrial (M3) base zone and the presumed ambient noise level is 65 dBA. No sensitive receptors have been identified within the boundary of the project site.

The nearest noise sensitive receptor to the site is the multifamily residential area of Rio Vista Village, which is located approximately 3,695 feet to the northeast. Rio Vista Village is located within a C2 land use zone, which has a presumed ambient sound level of 60 dBA during the daytime and 55 dBA during the nighttime. The Carmen Lomas Garza Primary Center School and the multifamily residential area of Boyle Heights are both located approximately 3,685-feet northeast of the site. The Carmen Lomas Garza Primary Center School is located within a C2 land use zone which has a presumed ambient sound level of 60 dBA during the daytime and 55 dBA during the nighttime. The multifamily residential area of Boyle Heights (RD land use zone) has a presumed ambient level of 50 dBA during the daytime and 40 dBA during the nighttime.

The existing plant is utilizing older equipment which would be removed and replaced as part of the proposed project. The proposed project would utilize all new and modern equipment and the trend for such equipment has been to increase efficiency while decreasing sound emissions. While detailed acoustical specifications for the proposed equipment are not yet available, it is expected that, consistent with typical OSHA guidelines, individual pieces of equipment would be procured to achieve 85 dBA or less at a distance of 3 feet from the piece of equipment. This sound level would dissipate with distance as a result of atmospheric attenuation, geometric spreading and intervening structures.

Given the substantial distance and intervening development between the project site and the sensitive receptors, project operational noise impacts would be nominal. It is also anticipated that the project would be designed and operated to limit the potential increase in the overall existing CNEL at the sensitive receptors as a result of project operations to 3 dBA and would not cause the existing CNEL to encroach on the "normally unacceptable or "clearly unacceptable" category at the noise sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact on permanent ambient noise levels in the project vicinity.

Given the lack of information on the existing sound level (CNEL or otherwise) at the project site and the nearby sensitive receptors, and the lack of information on the proposed equipment sound emissions, a more robust analysis of the anticipated project sound levels and existing levels at nearby sensitive receptors would be conducted as detailed design progresses to ensure the proposed project procures equipment consistent with regulatory requirements.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Some activities associated with construction of the proposed project may result in perceptible off-site vibrations. However, these vibrations would be temporary, limited to daytime periods, and would attenuate with distance from the project site. The nearest sensitive receptor to the site is the multifamily residential area of Rio Vista Village which is located approximately 0.7 mile to the northeast. The Carmen Lomas Garza Primary Center School and the multi-family residential area of Boyle Heights are located approximately 0.8-mile northeast of the site.

Given the substantial distance to these sensitive receptors, construction of the proposed project would not expose people to excessive groundborne vibrations or groundborne noise levels. Operation of the proposed project would not introduce new sources of vibration or ground-borne noise to the project site or otherwise expose persons to such impacts. Therefore, construction and operation of the proposed project would have a less-than-significant impact in relation to groundborne vibration or groundborne noise.

NO IMPACT

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

The project site is located approximately 8.6-miles northeast of Hawthorne Municipal Airport, 10.9-miles northeast of Los Angeles International Airport, and approximately 9.1-miles southwest of the Whittier Airstrip. Because the closest airport is more than two miles from the project site, construction and operation of the proposed project would not expose people residing or working in the proposed project area to excessive noise levels. No impact would occur.

NO IMPACT

14 Population and Housing

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

Environmental Setting

The project site is situated in a heavy industrial area and is currently used as an asphalt production plant. The nearest residential area is the Wyvernwood Garden Apartments located approximately 0.7-mile northeast of the project site.

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)?

The proposed project would not promote population growth either directly or indirectly. Demolition of the existing asphalt plant and construction of a new, modern plant would require a maximum workforce of approximately 27 construction personnel on-site at a time. It is anticipated that local personnel would be used and that these activities would not promote population growth. The new, modern plant would consist of three personnel on-site during operation, not including the truck drivers; therefore, operation of the proposed project would not promote population growth and no impact would occur.

NO IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site does not contain any residential structures and no people live on the site under existing conditions. Accordingly, implementation of the proposed project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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, or the 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:				
	1 Fire protection?	☐	☐	☐	■
	2 Police protection?	☐	☐	☐	■
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

Environmental Setting

The proposed project would be constructed on approximately 1.2 acres of property that is the site of an existing asphalt production plant. The closest fire station that serves the project site is the LAFD Fire Station No. 17, located at 1601 South Santa Fe Avenue, approximately 1.1 miles driving distance northwest from the project site. The project site and surrounding area is served by the Los Angeles Police Department's (LAPD) Newton Community Police Station, located at 3400 South Central Avenue, approximately 2.2 miles driving distance southwest from the project site. The project site and surrounding area is served by the Los Angeles Unified School District (LAUSD), and the closest school is the Carmen Lomas Garza Primary Center, which is located approximately 0.7 mile to the northeast of the project site. The closest park or recreation facility to the project site is the Lou Costello Jr. Recreation Center, located at 3141 East Olympic Boulevard, approximately 1-mile northeast of the site.

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Fire protection is provided by LAFD. The nearest fire station to the project site is Fire Station No. 17, located at 1601 South Santa Fe Avenue, approximately 1.1-driving-miles northwest of the project site. As identified in Section 57.101 of the LAMC, the City has adopted the California Fire Code (19th edition). The Fire Code contains regulations related to construction, maintenance, and design of buildings and land uses. The proposed project would be required to adhere to all Fire Code requirements. With continued implementation of compliance with the California Fire Code and the CBC, the project would not substantially affect community fire protection services and would not result in the need for construction of additional fire protection facilities.

The proposed project would replace an aged, existing asphalt plant with a modernized facility that would occupy the same property and utilize three on-site personnel for operation, not including the truck drivers. Production would increase with the new modernized production technology due to an increase in automation, and new machinery and methods would comply with existing health and safety regulations, which is expected to increase safety of workers compared to the machinery and methods used in the existing facility. As a result, there would be no change in the expected need for fire protection facilities or services. Construction of the new facility would be temporary and would not require an expansion of fire protection services. Therefore, construction and operation of the proposed project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services, and no impact would occur.

NO IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Police protection services in Los Angeles are provided by the LAPD. The project site is served by the LAPD's Newton's Community Police Station located at 3400 South Central Avenue, approximately 2.2-driving-miles southwest of the project site. Because the project would not result in a change to the overall use of the project site, and there would only be three employees present during operation, no change in the demand for police services is expected. The temporary activities occurring during construction of the project would not result in an increase in the demand for police services. As a result, construction and operation of the proposed project would not result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site and no impact would occur.

NO IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The project site is served by the LAUSD, which operates numerous facilities serving grade levels pre-K through high school. The proposed use for the project site is an asphalt plant, which would not generate any school-aged children requiring public education. Therefore, the proposed project would not result in the need for new or physically altered school facilities. No impact would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The proposed project would not cause population growth because there would be three employees operating the new facility. Temporary construction activities would also not result in population growth. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks. No impact would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The population and housing growth would not result from the proposed project during construction or operation; therefore, there are no other public services or public facilities, such as libraries or hospitals, for which significant impacts are anticipated. Therefore, the proposed project would have no impacts on other public facilities.

NO IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	☐	☐	☐	■

Environmental Setting

The proposed project would be constructed on the site of the existing asphalt plant, and the facility would be operated by three employees; therefore, no increase in population growth or housing is anticipated as a result of the proposed project. The project site is located within the City of Los Angeles General Plan Central City North Community planning area, within a land use area designated as "Heavy Industrial" therefore there are few parks in the vicinity. The closest park or recreation facility to the project site is the Lou Costello Jr. Recreation Center, located at 3141 East Olympic Boulevard, approximately 0.9-mile northeast of the site.

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?

The proposed project would replace an existing asphalt plant with a modernized facility that would occupy the same property and be operated by three employees. Construction of the proposed project would be temporary and therefore would not contribute to local population growth or housing demand. Therefore, construction and operation of the proposed project would not include substantial employment or population growth that would exceed the capacity of existing parks or affect the level of service of existing park facilities and there would be no impact on recreational resources.

NO IMPACT

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?

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. Construction of the proposed project would be temporary and therefore would not cause a change in the local need for recreational facilities. As a result,

construction and operation of the proposed project would not result in an adverse physical effect on the environment due to recreational facilities and no impact would occur.

NO IMPACT

17 Transportation

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

Environmental Setting

Primary regional access to the project site is provided by I-10, I-5, State Route (SR) 60, and SR 101 freeways. The project site is approximately 0.9-mile south of I-10, approximately 1.1-miles southwest of I-5, and approximately 1-mile south of SR 60 and SR 101. All vehicles currently access the project site via Harriet Street or East 25th Street.

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction of the proposed project would generate traffic for deliveries of equipment and materials to the project site as well as construction worker and vendor traffic. Construction-related vehicles would travel to and access the project site via Harriet Street and East 25th Street. Construction vehicles and equipment would be staged on the project site. Construction worker trips were estimated based on information provided by the BOE and default values provided by CalEEMod (see Appendix B). The project would generate a maximum of 64 trips per day during building construction, consisting of worker trips, vendor trips, and hauling trips. Construction traffic would be temporary, and the movement of construction equipment would be limited to the project site. Construction of the project would not require temporary closures or alterations to the nearest Los Angeles transit bus stops to the project site located along Santa Fe Avenue, Soto Street, and Washington Boulevard, and all existing Los Angeles transit bus routes would be able to continue normal operations. In addition, there are no existing bicycle lanes or sidewalks along the project site's frontage with Harriet Street and East 25th Street. Therefore, construction activities would not substantially interfere with the City's circulation system.

Operation of the proposed project would generate minimal new vehicle trips on the surrounding circulation system, as the project proposed to replace an aged asphalt plant with a modernized asphalt plant containing a 22,600-square-foot, light frame canopy structure and 610-square-foot office building. Therefore, the project would not affect transportation service levels in a manner that would conflict with City plans or policies related to transportation system performance. Thus, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

CEQA Guidelines Section 15064.3, Subdivision "b" establishes criteria for evaluating a project's transportation impacts using vehicle miles traveled (VMT) metric. As of July 1, 2020, the automobile delay-based "level of service" (LOS) analysis framework that was historically used as the basis for determining transportation impacts was replaced across the state with a VMT-based framework. The Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), which were adopted in August 2022, establish a VMT analysis methodology and evaluation criteria for development projects that is consistent with *CEQA Guidelines* Section 15064.3, Subdivision "b."

VMT refers to the amount and distance of automobile travel attributable to a project. VMT exceeding an applicable threshold of significance may indicate a significant impact. The LADOT's TAG establishes analysis methods and impact significance criteria to apply in the analysis of VMT effects associated with new land use projects. The TAG states that a transportation assessment is required under the following circumstances:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action,
- If a Transportation Project is likely to either:
    1. induce additional vehicle miles traveled by increasing vehicle capacity; or
    2. reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- If a transportation assessment is required by City ordinance or regulation.

The proposed project involves the demolition of an existing asphalt production plant and the construction and operation of a modern plant consisting of a 22,600-square-foot, light frame canopy structure and a new 610-square-foot office space. Based on the design capacity, the proposed project would generate 14,700 truck trips annually with an average of 50 truck trips per day to Asphalt Plant No. 1. However, based on the average annual production, the proposed project would generate 6,300 truck trips annually with an average 25 truck trips per day to Asphalt Plant No. 1. To be conservative, daily vehicle trips from the existing asphalt plant are not taken into account. The 50 truck trips per day plus the trips from the three employees operating the plant would not generate a net increase of 250 or more daily vehicle trips. In conclusion, the proposed project is not required to perform a transportation assessment, which includes a VMT analysis. Accordingly, the proposed

project would not conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision "b," and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The proposed project involves the replacement and modernization of an existing asphalt plant. The proposed project would not involve any physical changes to the access routes at or near the project site during construction or operation. Access to the site would be provided from Harriet Street or East 25th Street, which is identical to existing conditions. The project site is in an established industrial area and no change in land use is proposed. The proposed project would not be located next to incompatible land uses. Therefore, the proposed project would not increase hazards on area roadways due to a design feature or incompatible use. No impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

The proposed project would not involve any physical changes to the access routes at or near the project site during either construction or operation. Emergency access to the site would continue to be provided from the existing streets (Harriet Street and East 25th Street), which front the project site, and be maintained at all times. Therefore, the proposed project would not result in inadequate emergency access. No impact would occur.

NO IMPACT

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18 Tribal Cultural Resources

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

Regulatory Setting

As of July 1, 2015, California AB 52 of 2014 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (Public Resources Code Section 21084.3).

Public Resources Code Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California Tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American Tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

The City sent notification letters via certified mail to 13 contacts from California Native American Tribes that are traditionally and culturally affiliated with the project area pursuant to Public Resources Code Section 21080.3.1 and AB 52. The letters were sent on July 25, 2023 to representatives of the Fernandeño Tataviam Band of Mission Indians, Gabrieleño Band of Mission Indians – Kiz Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseño Indians, and Soboba Band of Luiseño Indians

On July 24, 2023, Sarah Brunzell representing the Fernandeño Tataviam Band of Mission Indians, responded via email stating that the tribe will not be requesting consultation for the project. On July 25, 2023, Christina Conley representing the Gabrielino Tongva Indians of California Tribal Council, responded via email requesting the cultural report for the project. Rincon, on behalf of BOE, provided a copy of the cultural resources report for the project to Christina Conley. There has been no further response from the Gabrielino Tongva Indians of California Tribal Council as of the date of this IS-MND. The city did not receive any other requests for Tribal consultation. Native American Tribes wishing to partake in AB 52 consultation are required to have responded by August 25, 2023.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 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 as defined in Public Resources Code Section 21074 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?*

As discussed in Section 4, *Cultural Resources*, the project site is currently developed with an asphalt production plant. There is no evidence that archaeological resources are present on-site. Rincon Consultants conducted a cultural resources records search for the project site, which indicated that there are no known cultural resources on the project site. Although it is not anticipated that intact tribal cultural resources are present on the project site, the potential for the recovery of buried cultural materials during proposed project construction activities cannot be completely ruled out. Mitigation Measure TCR-1, below, and project design features in the project description and identified in Section 4, *Cultural Resources*, would address potentially significant impacts relating to the unanticipated discovery of cultural resources or human remains during project construction. With adherence to Mitigation Measure TCR-1 and regulatory compliance, impacts would be less than significant with mitigation.

Mitigation Measure

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior's standards shall assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period.

1. Upon a discovery of a potential tribal cultural resource, the project contractor, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project (2) the BOE Environmental Management Group.
2. If the qualified archaeologist determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the BOE, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The BOE, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the NAHC and in compliance with any applicable federal, state, or local law, rule, or regulation.
5. If the BOE, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the, or its successor, may request mediation by a mediator agreed to by the BOE, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The BOE, or its successor, shall pay all costs and fees associated with the mediation.
6. The BOE, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The BOE, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in Items 2 through 5 above 8.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the SCCIC at California state University, Fullerton and to the NAHC for inclusion in its SLF.
9. Notwithstanding Item 8 above, any information that the BOE, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Implementation of Mitigation Measure TCR-1 would require implementation of avoidance measures for and evaluation of any unanticipated discoveries of cultural resources of Native American origin, which would reduce potential impacts to tribal cultural resources to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

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

Environmental Setting

Potable water for the proposed project would be serviced by LADWP. Wastewater from the project site and surrounding area flows to the Hyperion Water Reclamation Plant, which is operated by LA Sanitation. The Hyperion Water Reclamation Plant has a maximum daily flow of 450 million gallons per day (mgd) of water and peak wet weather flow of 800 mgd. As part of the proposed project, new water and sewer lines would be installed and connected to existing water and sewer facilities that abut the project site.

The City's Bureau of Sanitation and private refuse companies manage the collection, transfer, and disposal of municipal solid waste. Regular waste (garbage) that does not contain hazardous waste is disposed in municipal solid waste landfills, and waste containing hazardous materials is disposed in accordance with applicable regulations, including disposal of properly certified landfill facilities within California.

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?

The proposed project would construct an on-site network of water and sewer pipes that would connect to existing water and sewer facilities that abut the project site. The proposed project also would install connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. The installation of water and sewer line connections, stormwater drainage facilities, electricity, natural gas, and communications infrastructure as proposed by the project would result in physical impacts to the environment; however, these impacts are considered to be part of the proposed project's construction phase and are evaluated throughout this IS-MND accordingly. In instances where significant environmental impacts have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this IS-MND to reduce impacts to less-than-significant levels. The construction of utility infrastructure necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS-MND. Accordingly, additional mitigation measures beyond those identified throughout this IS-MND would not be required.

LESS-THAN-SIGNIFICANT IMPACT

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?

The LADWP provides potable water to the project site. The proposed project would result in an increase in water demand compared to the existing plant. The City has coordinated with LADWP regarding the need to upgrade the water lines to accommodate the proposed project. New service lines would be installed and connected to an existing water main that abuts the project site. In addition, LADWP's 2020 Urban Water Management Plan (UWMP) demonstrates that LADWP can meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the 2020 UWMP are based on the buildout of the City of Los Angeles General Plan and the general plans of cities within the LADWP's service area. The BOE would develop the project site in accordance with the project site's existing land use designation. Therefore, the proposed project would not result in or require LADWP to expand any existing water facilities and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The proposed project would increase the amount of wastewater generated. Wastewater from the project site and surrounding area flows to the Hyperion Water Reclamation Plant, which is operated by LA Sanitation. The Hyperion Water Reclamation Plant has a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd (LADWP 2023). The proposed project would increase the amount of wastewater generated; however, because the project is small in scale, the amount of wastewater generated would be negligible. Therefore, the Hyperion Water Reclamation Plant would have more than enough capacity to serve the proposed project's wastewater demand. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The City's Bureau of Sanitation and private refuse companies manage the collection, transfer, and disposal of municipal solid waste. There are three types of disposal facilities within the state; Class III Landfills (Municipal Solid Waste Landfills), Unclassified (Inert) Landfills, and Transformation (waste to energy) Facilities. There are also a few recycling facilities within the state.

Construction of the proposed project would generate various types of waste. Demolition debris would be generated by removal of the existing buildings, structures, and asphalt and concrete paving material, which would be recycled where the material is not hazardous. During construction of the canopy and office, small quantities of construction waste would be generated. Small quantities of solid waste would also be generated by construction personnel. Construction waste would be recycled and composed wherever possible, such that only a relatively small volume of solid waste would require disposal at a solid waste landfill within the state.

During operation of the proposed project, solid waste would be generated primarily by plant employees and visitors. Small quantities of solid waste such as worn equipment parts and occasional debris removed from the RAP piles would also be generated. Because the plant currently, and would continue to, employ three personnel, as well as generally maintain a similar number of visitors, and would continue to produce small quantities of solid waste such as worn equipment parts, the proposed project is not expected to increase the volume of solid waste generated at the site. Solid waste generated at the plant would continue to be recycled or composed wherever possible, and the remaining waste would be disposed of in a municipal solid waste landfill within the state.

Solid waste generated at the project site would be transported and disposed of by permitted solid waste haulers to regulated sites that have adequate capacity and are in compliance with all applicable regulations related to solid waste collection and disposal. According to the CalRecycle Solid Waste Information System, there are several permitted active landfills in the vicinity of the proposed project that could accommodate solid waste from the project site during construction and operation. The closest to the project site is Sunshine Canyon Landfill which is in Sylmar, California, approximately 26 miles to the northwest. The landfill accepts construction and demolition debris, green materials, industrial, inert, and mixed municipal solid waste and has an estimated closure date of 2037 (CalRecycle 2019a). Other solid waste landfills in the area include the Chiquita Canyon

Sanitary Landfill and the Calabasas Sanitary Landfill which have estimated closure dates of 2047 and 2025, respectively (CalRecycle 2019b, 2019c).

Therefore, because there are landfills in the area with sufficient capacity to accommodate the proposed project's solid waste disposal needs and the amount of solid waste generated during construction and operation of the proposed project would not exceed 5 tons per week, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the long-range solid waste management policy plan for the city. The objective of the SWMPP is to reduce at the source or recycle a minimum of 50 percent of the city's waste and calls for the disposal of the remaining waste in local and possibly remote landfills. The SWMPP establishes citywide diversion objectives, including diversion of 75 percent by 2013. While the SWMPP is the long-range solid waste management policy plan for the City, the Source Reduction and Recycling Element is the strategic action policy plan for diverting solid waste from landfills. The source reduction, recycling, composting, special waste, and public education goals are defined by specific programmatic elements including tasks, roles, responsibilities, and an implementation schedule. Guidance for, and implementation of, the solid waste diversion programs identified in the Source Reduction and Recycling Element are administered by the City of Los Angeles Department of Public Works, Bureau of Sanitation, Solid Resources Citywide Recycling Division.

The proposed project is integral to the City's SWMPP and achieving the objective of recycling a minimum of 50 percent of the city's waste. The proposed project would supply up to 290,000 tons of RAP annually to Asphalt Plant No. 1 to meet the design capacity of 700,000 tons of HMA, which represents 50 percent of the total aggregates. Since the start of its commissioning in late 2019, Asphalt Plant No. 1's production of HMA has been between 280,000 to 320,000 tons annually.

Construction and operation of the proposed project would generate solid waste. Consistent with the SWMPP, the proposed project would recycle a minimum of 50 percent of solid waste generated during construction and operation. Solid waste generated at the project site which is not suitable for recycling or composting would be transported and disposed of by permitted solid waste haulers to regulated landfill sites that have adequate capacity and are in compliance with all applicable regulations related to solid waste collection and disposal. Therefore, solid waste disposal during construction and operation of the proposed project would comply with federal, state, local statutes and regulations related to solid waste and the impacts are anticipated to be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

20 Wildfire

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

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?

According to CAL FIRE's FHSZ Viewer, the project site and its adjacent area are not located within a FHSZ. The nearest VHFHSZ is approximately 11.3-miles northeast of the project site. Therefore, the LAFD would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The nearest fire station that would respond to emergency calls at the project site would be LAFD local Fire Station No. 17, approximately 1.1-miles driving distance northwest from the project site.

The project site would have multiple points of ingress/egress – one driveway along Harriet Street and one driveway along the alley, which is along the northern project site boundary. The project would not alter or impact any emergency access roads or evacuation routes as identified in the Local Hazard Mitigation Plan. Furthermore, the BOE would be required to construct minimal off-site improvements. Additionally, the LAFD reviews all development applications to ensure that adequate

emergency accessibility is provided based on local and state guidance. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. As noted above, the project site is within an existing developed area of the city where roadways already exist, therefore no new roadways are required. Construction and operation of the project is not expected to create risks of wildfire since the site is in an urbanized area of the city and is not adjacent to wildland area. Due to multiple points of ingress/egress, quick response times, building designs compliant with state, regional, and local codes, and designation of the project site is not within a FHSZ, the proposed project would not interfere with emergency response and evacuation plans and any potential impacts to the LAFD's emergency response plan and evacuation plan would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

According to CAL FIRE's FHSZ Viewer, the project site and its adjacent area are not located within a FHSZ. The nearest VHFHSZ is approximately 11.3-miles northeast of the project site and is situated in southwest Los Angeles where land use is a mix of residential, commercial, and industrial. The site is relatively flat with an approximate elevation of 215-256 feet and is not located in areas with steep slopes that can accelerate the spread of wildfire. The project's landscape plan would be reviewed by the City and LAFD, and landscaping would be installed and maintained as required. The project site could experience times with high winds from the east that would create a greater risk for the structures on-site. However, the project site is predominantly surrounded by existing development including industrial, commercial, and residential uses.

Due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and construction methods of the office and canopy structure, it is not likely that the project site would be affected by a wildfire during construction or operations. The structures would be built consistent with the 2022 California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as having a fire suppression system, which includes built-in sprinklers. It is anticipated that these design elements would reduce exposure of the project site and structures to fire. Therefore, impacts associated with exacerbated wildfire risks would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The project site is consistent with the area's land use and zoning designation. The proposed project is in an urbanized area of Los Angeles in a predominantly built out industrial area. The project site is not located near the wildland interface. Additionally, the project site is not within a VHFHSZ. Furthermore, the project would be required to adhere to the Los Angeles Fire Code, applicable Fire Protection Plan requirements, and any applicable building codes.

The project site would include installation of utilities and roads within the project area. The project does not include any fuel breaks and does not require a fuel break. In addition, emergency water sources are not required beyond the water supply needed to comply with applicable building codes. Therefore, impacts associated with exacerbated risk of wildfire from installation of proposed project components would be less than significant.

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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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is relatively flat and is not located within a VHFHSZ. The nearest VHFHSZ is approximately 11.3-miles northeast of the project site. According to the FEMA FIRM No. 06037C1638G, the project site is classified as Zone X (Area of Minimal Flood Hazard) and is not located in a 100-year flood zone (FEMA, 2018). The project site is in a highly developed area of the city and is not adjacent to an area subject to landslide after a wildland fire event. Development of the proposed project would alter existing ground contours of the project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. However, runoff from the project site would drain to the proposed LID planters and LID landscape area, which would reduce stormwater flow through infiltration and not cause flooding. Therefore, impacts associated with post-fire slope instability, or drainage change would be less than significant.

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21 Mandatory Findings of Significance

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

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

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS-MND. Throughout this IS-MND, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this IS-MND, the proposed project would not substantially degrade the quality of the environment and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As discussed throughout this IS-MND, implementation of the proposed project has the potential to result in effects to the environment that are individually limited but cumulatively considerable. In all instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels.

Aesthetics

Redevelopment of the project site and in the surrounding area would not change the existing character of the proposed project's viewshed, because the proposed project would replace the existing asphalt plant with a modern asphalt plant. All development in the immediate vicinity of the project would be required to comply with the development regulations and design standards contained in the City's Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the proposed project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The proposed project would have no impact on agricultural resources. Therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the project would not exceed SCAQMD's regional threshold for criteria pollutants during construction or operation of the proposed project. Therefore, project-related construction and operation emissions are not considered cumulatively considerable.

Biological Resources

The project site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally protected wetlands; therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under these resources. Although the project site is occupied with an asphalt plant under existing conditions, there is the remote potential that nesting birds could land on the existing palm tree on the project site prior to construction. The proposed project's potential impacts to nesting birds would be cumulatively considerable. With PDF BIO-1 the project's cumulative effects would be less-than-significant levels by ensuring that no direct take of nesting birds occurs during construction.

Cultural Resources

Implementation of the proposed project has the potential to impact masked/buried archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. PDF CR-1 would require the BOE to implement monitoring and recovery programs in conformance with the "Greenbook" and accepted protocols for archaeological resources in the event these resources are found during project construction. With implementation of PDF CR-1, potential cumulative impacts would be reduced to less-than-significant levels. In addition, there is a remote potential for the recovery of human remains during ground-disturbing activities. With implementation of PDF CR-2, potential cumulative impacts would be reduced to less-than-significant levels.

Energy

The proposed project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would also be required to comply with the CBC, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the proposed project would result in a less-than-significant, cumulatively considerable impact to energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, state, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides). Notwithstanding, there is remote potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface paleontological resource deposits is a cumulatively considerable impact. Application of Mitigation Measures GEO-1 and GEO-2 would reduce the proposed project's cumulative impacts to less-than-significant levels.

Greenhouse Gas Emissions

As described in the preceding analysis, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See *CEQA Guidelines* Section 15130[f]). Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the proposed project. As concluded under Section 8(a) and (b), the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic.

Hydrology and Water Quality

Construction and operation of the proposed project and other projects in the Los Angeles River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, state, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The proposed project and other projects in the Los Angeles River Basin would be required to comply with federal, state, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, state, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The proposed project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The proposed project would have no impact on mineral resources. Therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be near another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the project site that are expected to have periods of substantial construction noise (e.g., operation of heavy, off-road diesel equipment) that would overlap with substantial periods of project-related construction noise. Accordingly, cumulatively considerable impacts related to periodic construction noise and construction-related vibration would not occur. Under long-term operating conditions the proposed project would comply with City of Los Angeles noise ordinance and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis provided under Section 13(a) demonstrates that the proposed project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions.

Population and Housing

The proposed project involves the replacement of the existing asphalt plant with a modern asphalt plant. Therefore, the proposed project would not implement a land use that generates new

residents and would not require the construction of replacement housing. Accordingly, there is no potential for the proposed project to result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

The proposed project would only generate three employees and would not directly result in the introduction of new residents to the city. Therefore, the proposed project would have no potential to result in cumulatively considerable impacts to resident-serving public facilities such as fire protection, police protection, schools, parks, libraries, and other public facilities or services.

Recreation

The proposed project would have no impact on recreation facilities. Therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic.

Transportation

The proposed project would not conflict with any City policies addressing the circulation network and would not generate substantial VMT. Therefore, the proposed project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Development activities on the project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface tribal cultural resources deposits is a cumulatively considerable impact. Application of Mitigation Measure TCR-1 would reduce the proposed project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

The proposed project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The proposed project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

The project site is not within an SRA or VHFHSZ. Therefore, implementation of the proposed project would result in no adverse impacts associated with wildfire.

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

The proposed project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS-MND. As demonstrated by this analysis, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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Appendix A

Preliminary Project Plans

Appendix B

Air Quality and Greenhouse Gas Emissions Study

Appendix C

Energy Study

Appendix D

Cultural Resources Assessment

Appendix E1

Geotechnical Engineering Report

Appendix E2

Soils Report Approval Letter

Appendix F1

Phase I Environmental Site Assessment

Appendix F2

Phase II Environmental Site Assessment

Appendix F3

Hazardous Building Materials Survey