Circulation Draft

Draft Initial Study and Mitigated Negative Declaration

Railroad Street Industry Redevelopment

17969 Railroad Street
City of Industry

Lead Agency:

City of Industry
15625 East Stafford Street
City of Industry, CA 91744
(626) 333-2211

Prepared By:

CASC Engineering and Consulting, Inc.
1470 E. Cooley Dr.
Colton, CA 92324
(909) 783-0101

July 18, 2024

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CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study/Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*) ("CEQA") to evaluate the potential environmental impacts associated with the implementation of the proposed Railroad Street Industry Redevelopment located at 17969 Railroad Street in the City of Industry, California. This document is prepared in conformance with CEQA and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Railroad Street Industry Redevelopment.

1.2 Documents Incorporated by Reference

As permitted by Section 15150 of the CEQA Guidelines, this IS/MND references several technical studies and analyses. Information from the documents incorporated by reference is briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the IS/MND has also been described. The documents and other sources used in the preparation of this IS/MND include, but are not limited to:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry General Plan Update Final Environmental Impact Report (June 12, 2014)
- City of Industry Municipal Code Chapter 17.16 "Industrial Zone"
- Los Angeles County General Plan (updated July 2022)
- Los Angeles County GIS Data Portal and Interactive Map (GIS-NET)
- South Coast Air Quality Management District (SCAQMD)
- 2022 Air Quality Management Plan (AQMP) (adopted December 2, 2022)

1.3 Documents Prepared for the Project

As part of the CEQA review process, the lead agency determined that the following stand-alone technical studies be prepared for the Project, and they are appended to the IS/MND as follows:

- Air Quality and Greenhouse Gas Assessment (Appendix B)
- Phase I Environmental Site Assessment (Appendix C)
- Phase II Environmental Site Assessment (Appendix D)
- Asbestos Survey Report (Appendix G)
- Geotechnical Investigation Proposed Industrial Building (Appendix I)
- Low Impact Development (LID) Report (Appendix K)
- Project Noise and Vibration Technical Memorandum (Appendix L)
- 17969 Railroad Street Trip Generation Assessment (Appendix M)
- VMT Analysis – 17969 Railroad Street (Appendix N)

CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. **Project Title:**

   Railroad Street Industry Redevelopment

2. **Lead Agency Name and Address:**

   City of Industry
   15625 East Stafford Street
   City of Industry, CA 91744

3. **Contact Person and Phone Number:**

   Dina Lomeli, Contract Senior Planner
   (626) 333-2211 ext. 115
   dlomeli@cityofindustry.org

4. **Project Location:**

   17969 Railroad Street
   City of Industry, CA 91748

5. **Project Applicant's Name and Address:**

   17969 Railroad St Owner LLC c/o Rockpoint Group, L.L.C.
   Woodlawn Hall at Old Parkland
   3953 Maple Avenue, Suite 300
   Dallas, TX 75219 Attn: General Counsel

6. **General Plan Designation:**

   Employment

7. **Zoning Designation:**

   Industrial (M)

8. **Project Description:**

   Pacific Industrial, LLC ("Applicant") submitted to the City of Industry ("City") an application for a Development Plan ("DP") on approximately 9.81 acres of non-vacant land located at 17969 Railroad Street in the City (refer to *Figure 2-1 Regional Vicinity*). The project area consists of two (2) parcels: Accessor's Parcel Number (APNs) 8264-009-022 and

8264-009-023 (refer to *Figure 2-2 Project Boundary* and *Figure 2-3 Accessor Parcel Numbers*).

The City's General Plan land use designation for the project site is Employment, and the zoning designation is Industrial (M) (refer to *Figure 2-4 General Plan Land Use* and *Figure 2-5 Zoning*). The project site is located within the southerly portion of the City and is surrounded by manufacturing/distribution and commercial uses in the City. The site is bordered by Railroad Street to the south, S. Lawson Street to the east, and existing manufacturing/distribution uses to the north and west. The project site currently consists of one (1) industrial building, totaling 75,000 square feet.

The Applicant proposes to demolish the existing on-site building, parking lots, and associated improvements, and construct a new 213,500 square-foot tilt-up concrete industrial building which includes 7,000 sq. ft. of office space, with the requisite site improvements, including 271 parking spaces, bicycle racks, 27 dock-high doors for truck docking, 53,000 sq. ft. of landscaped areas, and lighting (the "Project") (refer to *Figure 2-2 Site Plan* and Appendix A). The proposed building is designed to accommodate one (1) tenant with a wide variety of potential uses including manufacturing, logistics, and warehousing/distribution. Access to the Project site is provided via two (2) driveways off Railroad Street and one (1) driveway off S. Lawson Street.

9. Surrounding Land Uses and Setting:

The Project site has a General Plan Land Use designation of Employment and a zoning designation of Industrial (APNs: 8264-009-022, -023). Immediate surroundings to the north, east and west have a land use designation of Employment and are zoned as Industrial (M) within the City. Land uses to the south are designated and zoned for Commercial uses within the City. Land uses surrounding the Project site are described below:

North: Land uses north of the Project site consist of industrial and manufacturing uses that are located within the City and have a zoning designation of Industrial (M).

East: Land uses east of the Project site consist of industrial and manufacturing uses that are located within the City and have a zoning designation of Industrial (M).

South: The Project site is bounded by Railroad Street and the Southern Pacific Railroad ("SPR") to the south. South of SPR are commercial uses including a restaurant and strip mall located within the City and have a zoning designation of Commercial.

West: Land uses west of the Project site consist of industrial, and manufacturing uses that are located within the City and have a zoning designation of Industrial (M).

10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction storm water run-off permits, Storm Drain MS4 Permit)

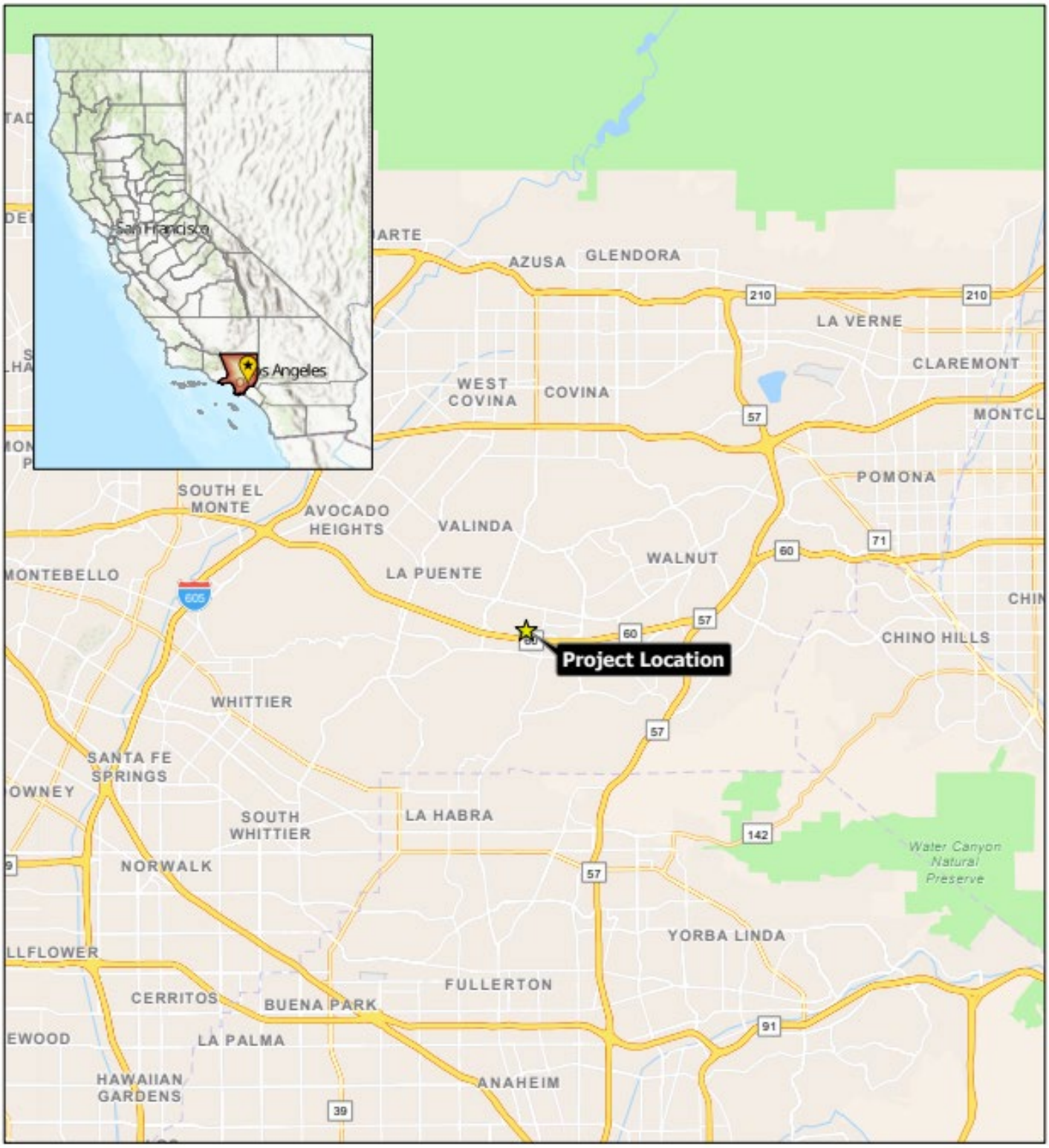
- Los Angeles County Fire Department (for emergency site access review)
- Los Angeles County Building Department (site plan review)
- Los Angeles County Public Works Department

11. California Native American Tribes:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City, as Lead Agency, commenced the AB 52 process by transmitting letters of notification on September 7, 2023, to three (3) tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The tribes included in the notification were the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians. The City received a request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation was conducted on September 13, 2023. The Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures on September 12, 2023. The mitigation measures are incorporated in Section V. Cultural Resources and Section XVIII. Tribal Cultural Resources of this IS/MND. The City therefore complied with the requirements of AB 52.



CASC Engineering and Consulting

N

0 2.25 4.5 9 Miles

Figure 2-1: Regional Vicinity Map

17969 Railroad Street – Industry Redevelopment

17969 Railroad Street
City of Industry, County of Los Angeles

APN: 8264-009-023; -022

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, City of West Covina, County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, USGS

CASC Engineering and Consulting

N

0 125 250 500 US Feet

Figure 2-2: Project Boundary

17969 Railroad Street – Industry Redevelopment

17969 Railroad Street
City of Industry, County of Los Angeles

APN: 8264-009-023; -022

CASC Engineering and Consulting

N

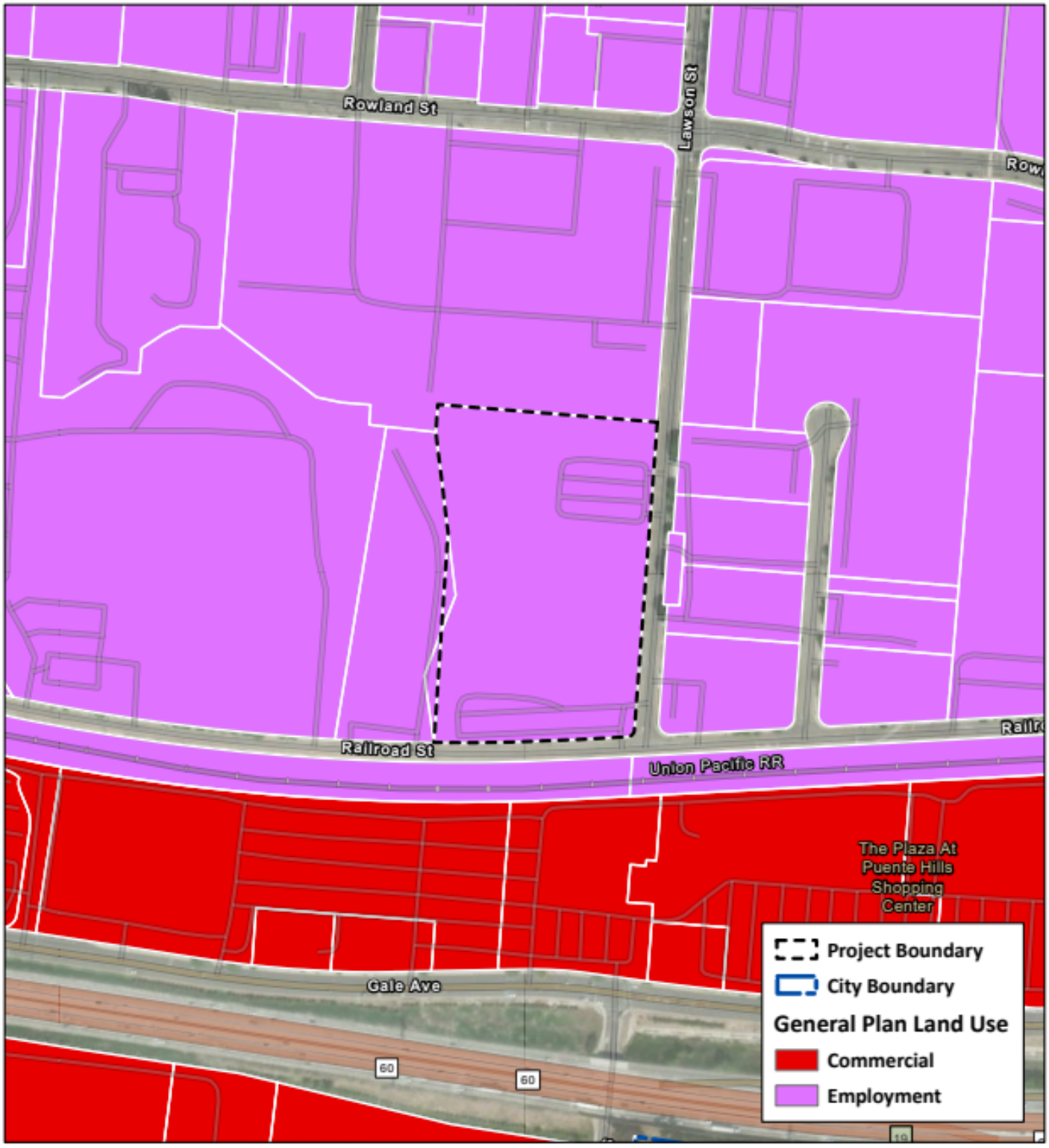
0 90 180 360 US Feet

Figure 2-3: Assessor's Parcel Number

17969 Railroad Street – Industry Redevelopment

17969 Railroad Street
City of Industry, County of Los Angeles

APN: 8264-009-023; -022



CASC Engineering and Consulting

N

0 250 500 1,000

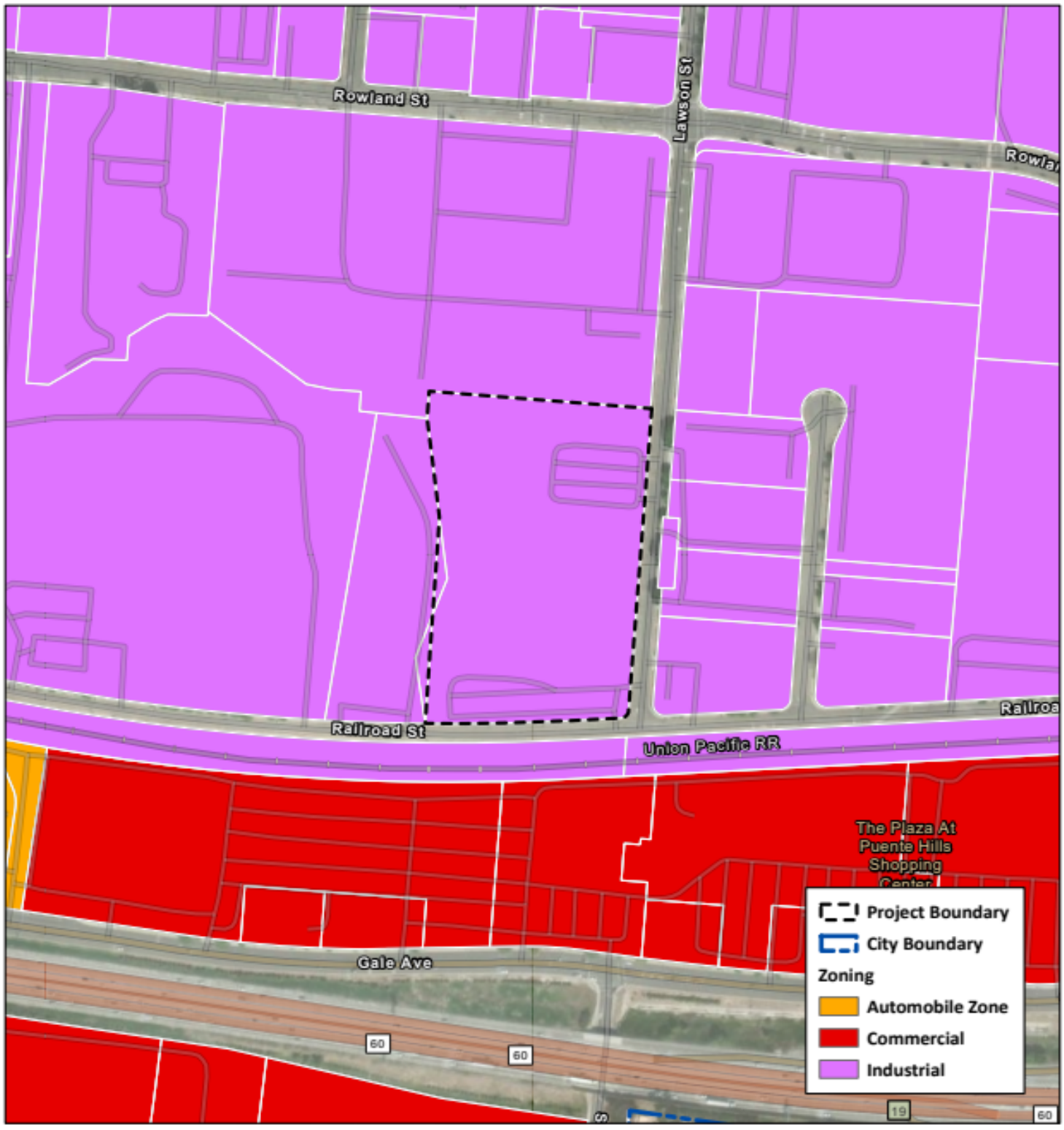
US Feet

Figure 2-4: General Plan Land Use

17969 Railroad Street – Industry Redevelopment

17969 Railroad Street
City of Industry, County of Los Angeles

APN: 8264-009-023; -022



CASC Engineering and Consulting

N

0 250 500 1,000

US Feet

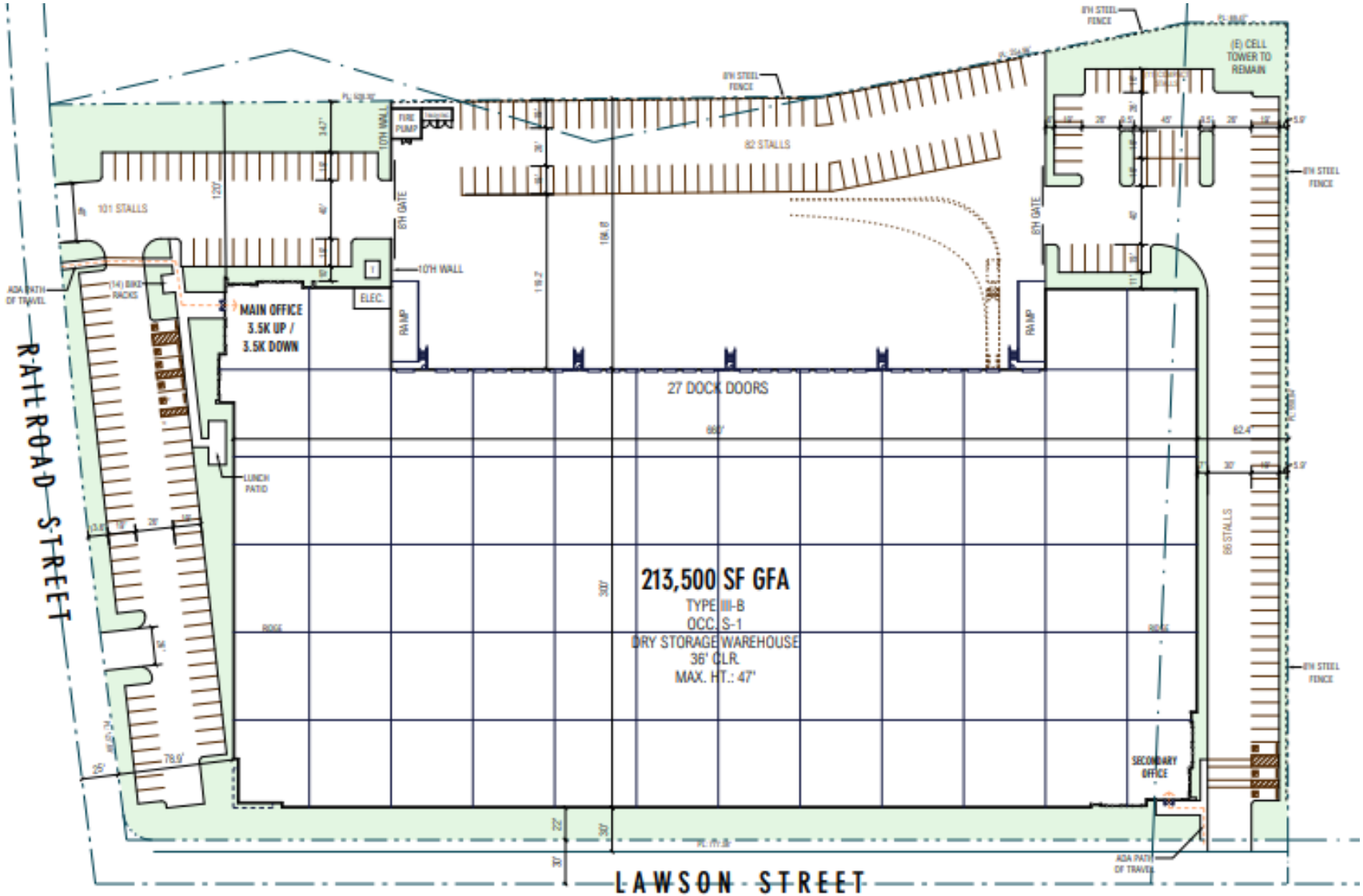
Figure 2-5: Zoning

17969 Railroad Street – Industry Redevelopment

17969 Railroad Street
City of Industry, County of Los Angeles

APN: 8264-009-023; -022

Figure 2-6: Site Plan



2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" 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/Soils	☐	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation/Traffic	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

2.3 Determination

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed 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.

Dina Lomeli, Contract Senior Planner _____ Date

2.4 Evaluation of Environmental Impacts

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

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

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

include a reference to the page or pages where the statement is substantiated.

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

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

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

CHAPTER THREE – ENVIRONMENTAL IMPACT DISCUSSION

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code, Section 17.56.010 Height of Structures
- Los Angeles County GIS-NET
- Submitted Project Materials
- California Department of Transportation. List of Eligible and Officially Designated State Scenic Highways, 2019

Findings of Fact: The Project site is located in an urban, built-up environment within the southerly portion of the City, in the County of Los Angeles. The Project site has a land use designation of Employment and is zoned as Industrial (M) (APNs: 8264-009-022, -023). The Project site is currently developed and consists of one (1) building totaling 75,000 square feet that is used for manufacturing and parking. Uses surrounding the Project site include manufacturing, distribution and commercial. The Project site is bounded by Railroad Street to the south, S. Lawson Street to the east, and existing manufacturing/distribution uses to the north and west. The nearest State-designated scenic highway is a portion of State Route 91 (SR-91) located approximately 11.6 miles southeast of the Project site. The nearest historic building is the Homestead Museum which is located approximately 3.4 miles northwest of the Project site within the City's jurisdiction.

The Applicant proposes to demolish the existing building onsite and construct one (1) industrial building totaling 213,500 square feet with a maximum building height of 47 feet. Pursuant to Section 17.56.010 of the City's Code, the maximum building height for the Industrial (M) zone is 150 feet. The proposed building will include new sources of lighting that will be consistent in scale and character with the surrounding uses and developments. Lighting will be constructed in a manner that prohibits excessive glare and light spill by utilizing shields or hoods that direct the light in a downward manner away from adjoining properties. These additional light sources are not anticipated to be substantial enough to adversely affect day or nighttime views in the area. The Project will be conditioned during the entitlement process to ensure compliance with the City's standards related to lighting.

Discussion of Impacts

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

Less than Significant Impact: Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. Scenic vistas within the City are provided by the Puente Hills to the south and the San Gabriel Mountains to the north. The proposed Project site is not located in a scenic vista and is surrounded by manufacturing, distribution, and commercial uses. The site is currently developed with one (1) building, approximately 75,000 square feet, that is used for manufacturing purposes. The Applicant proposes to demolish the existing building onsite and construct one (1) industrial building totaling 213,500 square feet for manufacturing, logistics, and warehousing/distribution uses which are consistent with the Industrial (M) zoning designation of the site. Furthermore, the Project is consistent in scale and character with the surrounding industrial uses. Therefore, the Project would not have substantial adverse effects on a scenic vista and impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact: The nearest State-designated scenic highway is a portion of SR-91 located approximately 11.6 miles southeast of the Project site. The Project site is fully developed and is bordered by Railroad Street to the south, S. Lawson Street to the east, and existing manufacturing/distribution uses to the north and west. Furthermore, the City's historic building, the Homestead Museum, lies outside of the Project vicinity and will not be impacted by the proposed development. Due to the nature of the surrounding industrial uses, the existing on-site development, and the distance between the Project site and a scenic highway, the proposed Project would have a less than significant impact on scenic resources.

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

Less than Significant Impact: The Project site is located within an urbanized area and is currently developed with an approximately 75,000 square feet industrial building and parking lots. The proposed Project is consistent with the current General Plan Land Use Designation

of Employment and the Industrial (M) zoning (APNs: 8264-009-022, -023) designation on the site. The proposed building will be constructed of concrete tilt-up walls and will remain consistent with the visual character of the existing development, as well as the surrounding industrial uses and existing buildings in the vicinity of the Project site. The proposed buildings will reach a maximum height of 47 feet tall, which conforms with the City's (M) zoning regulations that permit heights up to 150 feet. The design of the Project is compliant with the City's Industrial (M) zoning requirements. Therefore, the Project would not conflict with zoning or other regulations and impacts to scenic quality would be less than significant.

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

Less than Significant Impact: The Project site is located in a built-up urban environment where existing sources of light are generated by the existing building and parking lot onsite as well as surrounding industrial uses located in the Project vicinity. The Project is not in the vicinity of residential uses and thus is not located near a light-sensitive receptor. The proposed Project would introduce new sources of light at the re-developed Project site including a building, walkways, driveways, and parking. Proposed lighting will conform to the City's General Plan and Code and will be reviewed by the City to ensure consistency with the CBC. All lighting would be designed, arranged, directed, or shielded to prevent excess illumination and light spillover onto adjoining land uses. These measures also serve to reduce any adverse effects of the new source of lighting on nighttime views. The on-site light sources due to the proposed building are not anticipated to be substantial enough to adversely affect day or nighttime views in the area. Therefore, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural and Forestry Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 12220(g)), timberland (as defined by Public Resource 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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County General Plan Update 2035
- California Department of Conservation (CDC). California Important Farmland Finder, 2016

Findings of Fact: The City was founded as a hub for business and industrial uses. According to the City's General Plan Land Use Map, there are no land uses designated for agriculture, forest, or timberland within the City boundaries. Furthermore, the Project site is located within the southerly portion of the City near the City of La Puente and the communities of Hacienda Heights, Rowland Heights and South San Jose Hills within Unincorporated Los Angeles County, which contain highly urbanized residential and commercial communities. The Project site has a land use designation of Employment and is currently developed with one (1) existing industrial building. Finally, there is no active agriculture, forest, or timberland within the vicinity of the Project.

Discussion of Impacts

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

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 12220(g)), timberland (as defined by Public Resource 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-e) **No Impact:** The following analysis addresses environmental checklist questions a) through e) for Agriculture and Forestry Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS) which analyzes the suitability of soils for agricultural production. Based on the Important Farmland Finder, an interactive GIS application, the Project site is identified as "Urban and Built-Up Land" and there are no agricultural resources within the City of Industry. The Project site is not subject to a Williamson Act contract, nor would the Project conflict with zoning for agriculture uses, forest land area, or timberland production. Finally, the Project site is fully disturbed and developed with one (1) existing building and associated improvements. Based on the preceding, the Project would not result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use and no impact to agricultural or forestry resources would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). adopted December 2, 2022.
- 17969 Railroad Street Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. November 21, 2023. (Appendix B)

Regulatory Setting: The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB is a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover

what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O3) (precursor emissions include NOX and reactive organic gases (ROG)), CO, particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb). Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Regional Air Quality

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized in Table 3-1. The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 3-1 Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operation
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

*lbs/day – Pounds Per Day

Local Air Quality

Localized Significant Thresholds (LSTs) apply to CO, NO2, PM10, and PM2.5. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. As the Project site is greater than 5 acres, Urban Crossroads used the 5-acre LST look-up tables in their analysis (Appendix B). This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts by assuming on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project-site boundary. As such, LSTs for a 5-acre site during demolition, site preparation and grading activities are used as a screening tool to determine if further detailed analysis is required. Table 3-2 presents thresholds for localized construction and operational emissions (Appendix B).

Table 3-2 Maximum Daily Localized Emissions Thresholds

Source	Activity	Emissions (lbs/day)			
		VOC	NOX	PM_{10}	$PM_{2.5}$
Construction	Demolition	83 lbs/day	674 lbs/day	94 lbs/day	43 lbs/day
	Site Preparation	183 lbs/day	1,816 lbs/day	126 lbs/day	60 lbs/day
	Grading	183 lbs/day	1,816 lbs/day	126 lbs/day	60 lbs/day
Operations	N/A	183 lbs/day	1,816 lbs/day	30 lbs/day	15 lbs/day

Toxic Air Contaminants (TAC)

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C6H6), and 1,3-butadiene (C4H6); those that are derived from stationary sources: perchloroethylene (C2Cl4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH2O) and acetaldehyde (C2H4O).

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illnesses. Structures that house these persons or places where they gather are defined as “sensitive receptors”. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM10 and PM2.5, since PM10 and PM2.5 thresholds are based on a 24-hour averaging time. The nearest sensitive receptor to the Project site is a residence located at 18001 Atina Dr, approximately 1,016 feet south of the Project site.

Findings of Fact: The Project is consistent with the City’s General Plan Land use designation of Employment of the site which allows for a variety of business and employment uses including distribution, warehousing, storage, and supporting office uses. Southern California Association of Governments (SCAG) collects growth projections from the General Plans of local jurisdictions and turns them into regional growth forecasts. The regional growth forecasts are later used to create future air quality forecasts that are used for the AQMP. Therefore, development consistent with the growth projections of the City’s General Plan is considered to be consistent with the AQMP (Appendix B). Furthermore, the City’s General Plan aligns with the goals of the AQMP per Goal RM2 which aims to improve air quality and reduce greenhouse gas emissions.

An Air Quality and Greenhouse Gas Assessment was prepared by Urban Crossroads on November 21, 2023 (Appendix B) to evaluate the Project. The California Emissions Estimator Model (CalEEMod) v2022.1 was used to calculate construction-source and operational-source criteria pollutant (VOCs, NOX, SOX, CO, PM10, and PM2.5) and GHG emissions from direct and indirect sources.

Discussion of Impacts

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

Less than Significant Impact: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 Air Quality Management Plan (AQMP) that establishes thresholds for criteria pollutants; projects that exceed any of the indicated daily thresholds should be considered as having an individually and cumulatively significant air quality impact and are not in compliance with the AQMP. The primary purpose of the air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2) Whether the project will exceed the assumptions in the AQMP, or increments based on the years of project buildout phase.

Criterion 1 - Increase in the Frequency or Severity of Violations?

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated in the Air Quality and Greenhouse Gas Assessment (Appendix A), the Project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds. As such, a less than significant impact is expected.

Criterion 2 - Exceed Assumptions in the AQMP?

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the

AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance to the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

The City's General Plan designates the Project site for Employment uses. The Employment designation allows for a wide range of business and employment uses including industrial, manufacturing, assembly, printing, machining, milling, welding research and development, distribution, warehousing, storage, and supporting office uses. The Project is consistent with site's land use designation, would not exceed any applicable regional or local thresholds, and would not result in or cause NAAQS or CAAQS violations. The Project is therefore considered to be consistent with the AQMP and a less than significant impact is expected.

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

Less than Significant Impact: The CAAQS designates the Project site as nonattainment for O3, PM10, and PM2.5, while the NAAQS designates the Project site as nonattainment for O3 and PM2.5. The SCAQMD states that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following analysis is based on the Air Quality and Greenhouse Gas Assessment prepared by Urban Crossroads (Appendix B).

Construction Related Impacts

The Project involves construction activities associated with demolition, site preparation, and grading. Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction is scheduled to occur from August 2024 to August 2025. The construction schedule utilized in Urban Crossroad's analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. Table 3-3 presents the results of the Project's regional construction impact assessment, and Table 3-4 presents the results of the Project's localized construction impact assessment.

Table 3-3 Overall Regional Construction Emissions Summary

	Emissions (pounds/day)

Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2024	9.57	91.28	75.64	0.17	9.55	4.92
2025	56.26	27.00	35.61	0.07	2.77	1.35
Winter						
2024	6.86	65.82	52.19	0.13	6.51	3.62
2025	1.57	11.47	16.86	0.04	1.77	0.68
Maximum Daily Emissions	**56.26**	**27.00**	**35.61**	**0.07**	**2.77**	**1.35**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 3-4 Project Localized Construction Impacts

On-Site Emissions	Emissions (pounds/day)			
	NO_x	CO	PM10	PM2.5
Demolition				
Maximum Daily Emissions	**24.89**	**21.74**	**2.79**	**1.24**
SCAQMD Localized Threshold	83	674	94	43
Threshold Exceeded?	**No**	**No**	**No**	**No**
Site Preparation				
Maximum Daily Emissions	**65.58**	**50.70**	**6.19**	**3.55**
SCAQMD Localized Threshold	183	1,816	126	60
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Maximum Daily Emissions	**65.58**	**50.70**	**6.19**	**3.55**
SCAQMD Localized Threshold	183	1,816	126	60
Threshold Exceeded?	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in Tables 3-3 and 3-4 demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional or local thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operation Related Impacts

Long-term air quality impacts generally involve mobile source emissions generated from project-related traffic and stationary source emissions. Operational emissions would be expected from the following primary sources—mobile source emissions, area source emissions, energy source emissions, and on-site equipment emissions. The estimated emissions generated by Project operations are shown in Table 3-5, which presents the results of the Project's regional operation impact assessment. Table 3-6 presents the results

of the Project's local operation impact assessment. The Project would not exceed the thresholds of significance established by the SCAQMD for emissions of any criteria pollutant. Therefore, operational emissions would be less than significant.

Table 3-5 Total Project Regional Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SOx	PM10	PM2.5
Summer						
Mobile Source	1.70	11.25	20.05	0.12	6.41	1.77
Area Source	6.40	0.08	9.28	0.00	0.02	0.01
Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	**9.20**	**14.46**	**48.29**	**0.13**	**6.61**	**1.96**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Source	**Emissions (pounds/day)**					
	VOC	**NO_X**	**CO**	**SOx**	**PM10**	**PM2.5**
Winter						
Mobile Source	1.69	11.78	18.60	0.12	6.41	1.77
Area Source	4.87	0.00	0.00	0.00	0.00	0.00
Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	**7.66**	**14.91**	**37.56**	**0.13**	**6.59**	**1.95**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 3-6 Project Localized Operational Impacts

On-Site Emissions	Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	4.63	31.91	0.27	0.21
SCAQMD Localized Threshold	183	1,816	30	15
Threshold Exceeded?	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional or local thresholds. The Project would not 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. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: The nearest sensitive receptor to the Project site is listed below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- Residence at 18001 Atina Dr, approximately 1,016 feet south of the Project site.

As explained in Section III (b) above, construction emissions would not exceed the applicable SCAQMD Localized Significant Thresholds (LSTs) for any criteria pollutant. Sensitive receptors in the vicinity of the Project site would not be exposed to substantial pollutant concentrations in violation of SCAQMD LSTs during construction or operation of the proposed Project. As the proposed Project will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard identified by SCAQMD at the nearest residence or sensitive receptor, impacts would be less than significant.

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

Less than Significant Impact: The Project will not involve land uses that are typically associated with odor complaints such as, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 (Nuisance) to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET

- San Gabriel River Corridor Master Plan, June 2006
- California Department of Fish and Wildlife (CDFW) BIOS
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper
- Migratory Bird Treaty Act of 1918, (16 U.S. Government Code [USC] 703)

Findings of Fact: The Project site is currently disturbed and fully developed with one (1) 75,000 square-foot building utilized for manufacturing purposes. The Project vicinity consists of industrial uses and contains minimal open space with vegetation. The industrial developments on and surrounding the Project site include landscaping such as trees, grasses, and shrubs along the property boundaries. Endangered species are not likely on the Project site or in the immediate vicinity. Additionally, the Project site and immediate surrounding area are heavily developed and not designated, or likely to be deemed, as a wetland.

The San Gabriel River is located approximately 6.5 miles northwest of the Project site and San Jose Creek Channel is located approximately 0.4 miles north of the Project site. The San Jose Creek Channel is a concrete channelized structure and is a tributary of the San Gabriel River. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water. The San Gabriel River Freeway (605) is located approximately 6.3 miles northwest of the Project site, and existing industrial developments provide a buffer between the San Gabriel River and the Project site. It is not anticipated that the development of the Project will have a significant impact on the San Gabriel River, concrete channelized creeks, or other biological resources. Additional discussion pertaining to the Project's drainage and flood control is provided in *Section X. Hydrology and Water Quality* of this IS/MND.

According to the California Department of Fish and Wildlife (CDFW) GIS application, the Project site has National Land Cover Database (NLCD) designations of "Developed, Low Intensity", "Developed, Medium Intensity", and "Developed, High Intensity", meaning there is little to no land cover consistent with wildlife habitat. Additionally, the Project site as well as the surrounding vicinity are in urban areas that are utilized generally for industrial uses. The NLCD designations for the surrounding areas consist of "Developed, High Intensity," "Developed, Medium Intensity," and "Developed, Low Intensity". Endangered species are not likely on the Project site or in the immediate vicinity due to regional characteristics of the area and the built out, industrial nature of the City.

Discussion of Impacts

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

Less than Significant Impact: The Project site is fully developed with one (1) 75,000 square-foot industrial building, parking lots, landscaping, and on-site infrastructure that is consistent with the Project site's industrial zoning designation. No candidate, sensitive or special species are known to exist on the site or in the Project area. The Project consists of demolishing an existing 75,000 square foot building and constructing a 213,500 square foot building and would not result in substantial adverse effects on any species identified as a

candidate, sensitive, or special status species. Therefore, a less than significant impact would occur.

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

Less than Significant Impact: There are no habitat areas, riparian or otherwise, sensitive natural communities, wetlands, or migratory wildlife corridors for sensitive mammals, reptile, or fish species on the Project site that would otherwise be threatened by Project development. The Project site has no riparian habitat or other sensitive natural community, no wetlands or other jurisdictional waters of the United States, and no surface water bodies, drainages, streams, or waterways within the Project boundary.

San Jose Creek Channel is a channelized structure located approximately 0.4 miles north of the Project site that is classified as a R4SBCx riverine streambed according to the USFWS National Wetlands Inventory (NWI) Mapper GIS application. The classification is utilized to identify characteristics of the channel, such as the fact that the channel is manmade and has flowing water only part of the year. When water is not flowing in the channel it may remain in isolated pools or surface water may be altogether absent. When surface water is present it will typically be for brief periods during the growing season as the water table usually lies well below the ground surface for most of the season (USFWS). Under proposed conditions, the Project will continue to drain northwesterly as it has historically to the existing storm drain system in the northwestern corner of the site. Therefore, it is not anticipated that the Project will have an adverse effect on the water body in the vicinity, as no change in Project drainage will occur. Impacts are expected to be less than significant.

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?

Less than Significant Impact: No wetlands exist on-site. The nearest wetland according to the NWI is San Jose Creek Channel, an engineered drainage channel located approximately 0.4 miles north of the Project site. Project implementation is not anticipated to cause a significant adverse effect to the channel or river. There will be no direct removal, filling, hydrological interruption, or other means of adverse effect as this wetland is located outside of the Project site. The proposed demolition of the existing building onsite and construction of the one (1) new industrial building is permitted in the Industrial (M) zone and is subject to meeting local and state regulations on water quality management and best management practices. Therefore, a less than significant impact would occur.

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

Less than Significant with Mitigation Incorporated: The Project site is fully developed with landscaping and trees located in the northern portion of the site which will be removed during the demolition phase of the Project. These trees have the potential to be suitable

"habitat" for wildlife species, specifically birds. Pursuant to the Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 USC 703; 50 CFR 10, 21). Therefore, the Project will implement Mitigation Measure **BIO-1** (as set forth below) to reduce potential impacts to any nesting birds to a less than significant level. The Project site is not an established wildlife corridor or designated nursery site according to the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS). With the implementation of Mitigation Measure **BIO-1** impacts are anticipated to be less than significant.

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

No Impact: The City has no ordinances protecting biological resources. There are no plans or policies at the local, regional, or state level dedicated to tree preservation that include the Project site. No impact would occur.

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

No Impact: There are no adopted plans or policies at the local, regional, or state level dedicated to habitat conservation that govern the Project site (CDFW). No impact would occur.

Mitigation Measures

Mitigation:

IV. (d)

BIO-1: Pre-Construction Nesting Bird Survey

If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project Site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the California Fish and Game Code (CFGC), the nesting bird survey shall occur no earlier than 10 days prior to the commencement of construction.

In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources – 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?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Environmental Quality Act (CEQA) 2023
- National Parks Service, U.S. Department of the Interior. National Register of Historic Places.
- Phase I Environmental Site Assessment 17969 Railroad Street, City of Industry. Hazard Management Consulting, Inc. June 19, 2023 (Appendix C).

Findings of Fact: Cultural resources consist of places, sites, structures, artifacts, and landscapes that are considered important for scientific, traditional, religious, or other reasons. Resources may be historical, paleontological, archaeological, architectural, or archival in nature. The City is largely built-up and is devoted primarily to activities related to business and industry. The remaining vacant land is largely approved for development. The Temple Family Homestead Museum, located at 15415 Don Julian, is registered with the National Register of Historical Places and is located approximately 2.87 miles northwest of the Project site within the City's jurisdiction.

The Project site is fully developed with one (1) industrial building totaling 75,000 square feet and is surrounded by industrial uses to the north, east and west, and commercial uses to the south. Due to the built-up and industrialized uses of the site and surrounding areas, the discovery of cultural resources is unlikely. In the event that cultural resources are discovered during the grading phase of the Project, mitigation measures are identified below to ensure impacts would be less than significant.

Discussion of Impacts

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

No Impact: Section 15064.5 of the CEQA Guidelines defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

ii) Is associated with the lives of persons important in our past.

iii) 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.

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is a fully developed industrial site, and thus does not meet the criteria for listing historical resources. Furthermore, the Project site is not within the immediate vicinity of a historical resource as defined in CEQA Guidelines §15064.5, and thus would not impact any historical resource.

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

Less than Significant Impact with Mitigation Incorporated: Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project construction would require grading activities and the demolition of the existing building and pavement onsite. Given the developed nature of the Project site and surrounding area, the discovery of archeological resources is unlikely. Although, it is not anticipated that unknown cultural resources exist on-site, Mitigation Measure **CUL-1** is identified to ensure that in the event unanticipated resources are encountered during grading activities, potential impacts would remain less than significant. In the event archeological resources are discovered, grading activities must cease, a qualified archeologist must be consulted, and all discoveries must be documented accordingly. Implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines. A less than significant impact with mitigation incorporated would occur.

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

Less than Significant Impact with Mitigation Incorporated: Due to the developed nature of the Project site and surrounding area, no human remains, or cemeteries are anticipated to be disturbed by the proposed Project. The Phase I Environmental Site Assessment (ESA) conducted by Hazard Management Consulting on June 19, 2023, (Appendix C) for the proposed Project describes that the historical use of the subject Property was for agricultural purposes as early as the 1920s until the 1950s. By the 1960s the site began being used for industrial purposes up until the present day. The EDR Aerial Photographs provided in the

Phase I ESA date back to 1928. Review of these aerial photos identified industrial buildings on the site dating back to 1964. The historical land use research performed by Hazard Management Consulting shows no indication that the Project site was used for cemeteries (Appendix C). Therefore, the likelihood of encountering human remains during Project development is minimal. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. As a result, Mitigation Measure **CUL-1** has been identified to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. Consistent with State law, if at any time during grading, human remains are found, the Project is to be conditioned to halt work and contact the Los Angeles County Coroner's Office. Based on compliance with existing regulations and the implementation of Mitigation Measure **CUL-1**, the Project's potential to disturb human remains is considered less than significant with mitigation.

Mitigation Measures

Mitigation:

V. (b)

CUL-1: Inadvertent Finds

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states 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. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impacts 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. 2022.
- California Energy Commission. Joint Energy Report – SB 100. 2022.
- California Department of General Services. California Building Standards Code (Title 24, 2022).
- California Air Resources Board. Guide to Off-Road Vehicle & Equipment Regulations.

Findings of Fact: The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations Energy Conservation Standards for new residential and nonresidential buildings in June 1977, and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments.

Energy resources that would be potentially impacted by the Project include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below:

Electricity is a man-made, consumptive utility resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves several system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel.

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined.

Discussion of Impacts

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

Less than Significant Impact: The proposed Project would impact energy resources during construction and operation. The construction activities for the Project include demolition, site preparation, grading, building construction, paving, and architectural coating. The Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);

2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction Related Impacts

Construction of the Project would result in fuel consumption from construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized. The use of diesel fuel and heavy-duty

equipment would not be a typical condition of the Project. Also, there are no unusual Project characteristics that would cause construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State.

Electricity and Natural Gas Usage

Southern California Edison (SCE) would provide temporary electric power for as-necessary lighting and electronic equipment. The electricity used for such activities would be temporary and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "Petroleum Fuel Usage" subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

Petroleum Fuel Usage

Off-road heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as well as vendors and haul trucks that would be involved in delivering building materials and removing the demolition debris from the Project site. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment, and phases out Tier 1 and Tier 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements, which would increase construction equipment fuel efficiency. These limitations on idling vehicles and equipment, and the requirements that equipment must be properly maintained (CCR Title 13, Sections 2449(d)(3) and 2485), would result in fuel savings. Due to the temporary nature of construction, the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Furthermore, there are no policies at the local level applicable to energy conservation specific to the construction phase.

Operational Related Impacts

Electricity and Natural Gas Usage

SCE and Southern California Gas Company (SoCalGas) would provide electricity and natural gas for the Project. The on-going operation of the proposed industrial facility would require the use of electricity for multiple purposes including, but not limited to, refrigeration, lighting, appliances, and electronics. Natural gas is often used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters and would be required for the operation of the Project. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

The operation of the Project would involve the development of one (1) industrial building totaling 213,500 square feet. According to CEQA Guidelines Appendix F, the goal of conserving energy implies the wise and efficient use of energy, including decreasing overall per capita energy consumption, reducing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The Project would comply with applicable energy efficiency requirements under Title 24 and applicable City business and energy ordinances. As a result, even with the increase in demand for electricity and natural gas, the operation of the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other similar industrial projects in the region. A less than significant impact would occur.

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Less than Significant Impact: The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and the California Renewable Portfolios Standard (RPS). Under the California RPS, the State of California is transitioning to renewable energy through the California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-1408, signed in November 2008, expanded the state's RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as Southern California Edison (SCE), which is the utility provider that would fulfill all electricity needs for the proposed Project. Compliance by SCE in meeting the RPS goals would ensure the State in meeting its objective in transitioning to renewable energy. Additionally, the proposed Project would comply with the Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed Project would not conflict or obstruct plans for renewable energy and energy efficiency and a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils– Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative 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?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- California Department of Conservation (CDC). California Earthquake Hazards Zone Application (EQ Zapp). 2021.
- Geotechnical Investigation Proposed Industrial Building 17969 Railroad Street, City of Industry, California. Southern California Geotechnical, Inc. June 13, 2023. (Appendix I)
- CEQA-Level Geologic and Geotechnical Peer Review Proposed Industrial Building 17969 Railroad Street, City of Industry, California. October 16, 2023 (Appendix J)

Findings of Fact:

Faulting and Seismicity

The Project site, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto, and Elsinore fault zones. Annually, these fault systems produce approximately 5 to 35 millimeters of slip between the plates.

The Project site is not included within any Earthquake Fault Zones as established by the Alquist-Priolo Earthquake Fault Zoning Act. Review of geologic literature pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The closest known active fault to the Project site is the Whittier Elsinore fault, which has been mapped approximately 3.5 miles south of the site.

Surface Fault Rupture and Ground Shaking

Due to the distance between the Project site and the nearest known active fault, the potential for fault rupture at the site is considered low, and the potential for future ground shaking at the site appears no greater than that at many other sites in southern California (Appendix I).

Liquefaction

Liquefaction and seismic settlement are conditions that can occur under seismic shaking from earthquake events. Liquefaction describes a phenomenon in which saturated, cohesionless soil loses strength during an earthquake as a result of induced shearing strains. Lateral and vertical movements of the soil mass, combined with loss of bearing can result in the event of liquefaction. Fine, well sorted, loose sand, shallow groundwater conditions, higher intensity earthquakes, and particularly long duration of ground shaking are the requisite conditions for liquefaction.

Southern California Geotechnical conducted a review of the California Geological Survey online data for zones of required investigation for geologic hazards (such as fault rupture, liquefaction, or land sliding) and uncovered that the Project site is located within a liquefaction hazard zone.

The subsurface exploration conducted by Southern California Geotechnical at the Project site encountered groundwater ranging from 15 to 32 feet below ground surface (bgs). The liquefaction analysis found that the historic high groundwater level is 15 feet bgs based on information provided by the California Geological Survey, and data provided by a nearby monitoring well. Southern California Geotechnical used the 15-foot groundwater depth in its liquefaction analysis under design seismic event conditions. Based on this scenario, hazards associated with liquefaction at the Project site are considered low, and the overall effects from liquefaction at the Project site are considered to be low (Appendix I).

Seismically Induced Settlement

Ground accelerations generated from a seismic event can produce settlements in sands or in granular earth materials both above and below the groundwater table. This phenomenon is often referred to as seismic settlement and is most common in relatively clean sands, although it can also occur in other soil materials. The analysis prepared by Southern California Geotechnical indicates that post construction total seismic settlements would range from 0.5 to 1.0 inches (Appendix I).

Lateral Spreading

Seismically induced lateral spreading involves movement of earth materials due to earth shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. Based on Project site conditions presented by Southern California Geotechnical, hazards related to lateral spreading are considered low. (Appendix I).

Discussion of Impacts

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact: Neither the site nor any area within the jurisdictional boundaries of the City are within an Alquist-Priolo Earthquake Fault Zone. The Project site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act. A geotechnical review pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The nearest fault to the Project site is the Whittier Elsinore fault zone which is mapped approximately 3.5 miles south of the site. Although there are no known active faults through the Project site, the site is still subject to ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, proposed construction will be designed and

constructed in accordance with applicable portions of Section 1808.6.2 of the 2022 California Building Code ("CBC") to ensure that potential impacts are less than significant.

ii. Strong seismic ground shaking?

Less than Significant Impact: The Project site is subject to strong seismic ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, proposed construction would be designed and constructed in accordance with applicable portions of Section 1808.6 of the 2022 CBC to ensure that potential impacts are less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact with Mitigation Incorporated: Liquefaction is a phenomenon associated with shallow groundwater combined with the presence of loose, fine sands, and/or silts within a depth of 50-feet below grade or less. Liquefaction occurs when these soils become saturated and are subjected to strong ground shaking resulting from an earthquake event. Due to the increasing overburden pressure with depth, liquefaction of granular soils are generally limited to the upper 50 feet of a soil profile. Increasing duration of the ground shaking during a seismic event can also increase the potential for liquefaction.

The subsurface exploration of the Project site consisted of five (5) Borings (B-1 through B-5) advanced to depths of 20 to 50 feet bgs. Two (2) of these Borings (B-1 and B-4) were advanced to a depth of 50 feet as part of the liquefaction analysis. The findings of the liquefaction analyses performed by Southern California Geotechnical identified potentially liquifiable layers in Boring Nos. B-1 (26-29 feet, and 41-46 feet) and B-4 (15 to 16 feet, and 21 to 26 feet bgs). Additionally, Leighton Consulting, Inc. performed a peer review of Southern California Geotechnical's Geotechnical Investigation and found potentially liquefiable layers in Boring No. B-3 between depths of 21 to 25 feet bgs (Appendix J). Soils that were located above the historic groundwater table are considered non-liquifiable. Several clayey strata were encountered at the site between the depths of 27 and 2 feet and are considered to be non-liquifiable due to their cohesive characteristics. The analysis of the data from the four (4) borings indicated total seismic settlements of 0.5 to 2.5 inches occurring across a distance of 100 feet resulting in a maximum angular distortion of less than 0.002 inches per inch (Appendix J).

Based on the liquefaction analysis, it is considered feasible to support the proposed structures on shallow foundations with a recommended layer of newly placed compacted structural fill above the liquefiable soils onsite, as identified in Mitigation Measure **GEO-1** (Appendix I). Shallow foundation systems can be designed to resist the effects of the anticipated differential settlements to the extent that the structures would not catastrophically fail. The Project structural engineer will evaluate the planned structure design and conclude that the estimated static and seismic settlements are acceptable. Furthermore, the Project would be designed and constructed in accordance with applicable portions of Section 1808.6 of the 2022 CBC to ensure that potential

impacts to seismic-related ground failure are less than significant. Therefore, a less than significant impact would occur with mitigation incorporated.

iv. Landslides?

No Impact: Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to numerous factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts. The Project site is relatively flat and not considered at risk for landslides. Therefore, no impact would occur.

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

No Impact: The Project site is fully developed with one (1) building totaling 75,000 square feet that was formerly used for industrial uses with minimal exposed soil. The Applicant is proposing to demolish the existing building and construct one (1) new industrial building totaling 213,500 square feet. Measures to manage erosion will be implemented pursuant to the 2022 CBC to ensure that the faces of cut and fill slopes are prepared and maintained to control erosion throughout construction. Any exposed soil is proposed to be landscaped and the Project would comply with the applicable City regulatory programs related to erosion. Therefore, the Project would have no impact on erosion or 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?

Less than Significant Impact with Mitigation Incorporated: The subsurface exploration of the Project site consisted of five (5) test borings that were drilled to depths of 20 to 50 feet bgs. Asphaltic concrete pavement with 3 inches of thickness was encountered at the ground surface of Boring Nos. B-1 through B-4. Aggregate base was encountered beneath the asphaltic concrete at Boring Nos. B-2 and B-4 at a thickness of 4 inches. Artificial soils were encountered beneath the pavement at Boring Nos. B-1 through B-4 and at the ground surface at Boring No. B-5. Artificial fill extended to depths of 5.5 to 6.5 feet below the ground surface. The fill soils mostly consist of medium stiff to very stiff silty clays and clayey silts (Appendix I).

Native alluvium was encountered beneath the artificial fill at each location, extending to at least the maximum depth explored of 50 feet bgs. The alluvial soils generally consist of stiff to very stiff clayey silts and medium dense to dense silty sands. The sandy layers were generally encountered at depths greater than 6 feet bgs. The alluvial soils generally possess trace amounts to little iron oxide staining and calcareous veining. These fill soils possess variable strengths and compositions, and no documentation concerning the placement or compaction of these soils is currently available. Based on these conditions, the undocumented fill soils are not considered suitable for support of the proposed structure, in their present condition. Based on these conditions, remedial grading will be necessary within the proposed building area to remove the existing undocumented fill soils and a portion of the near surface native alluvial soils in order to replace these materials as compacted structural fill (Appendix I).

The results of the electrical resistivity and pH testing indicate that tested samples of the on-site soils have a minimum resistivity value of 938 ohm-cm and a pH value of 7.9. Southern California Geotechnical analyzed the results of the tests in accordance with guidelines published by the Ductile Iron Pipe Research Association (DIPRA). Based on corrosivity characteristics of the on-site soils' resistivity, pH and moisture content, and utilizing the DIPRA procedure, the on-site soils are considered to be highly corrosive to ductile iron pipes and other buried metallic improvements. Therefore, it is expected that polyethylene encasement will be required for iron pipes (Appendix I).

The undocumented fill soils near the surface of the site and a portion of the near-surface native alluvium should be removed during the grading phase of the Project and should then be over excavated (Appendix H). Based on conditions encountered at the exploratory boring locations, there are a few locations where the existing soils are very moist at or near the base of the recommended over excavation. If grading is performed within a period of favorable weather, scarification and air drying of these materials may be sufficient to obtain a stable subgrade. However, if highly unstable soils are identified, and if the construction schedule does not allow for delays associated with drying, mechanical stabilization, usually consisting of coarse crushed stone and/or a geotextile, may be necessary in localized areas.

The Project will be required to comply with applicable requirements and recommendations outlined in the Geotechnical Investigation prepared by Southern California Geotechnical, as required by Mitigation Measure **GEO-1** (as set forth below). Furthermore, the Project will comply with applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any unstable soils or unstable geologic units that may be encountered. On this basis, the potential for the Project to be located on a geologic units or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse is less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated: The near surface soils at the Project site have expansion potential. Over time, expansive soils will experience cyclic drying and wetting as the dry and wet seasons pass. Expansive soils experience volumetric changes (shrink/swell) as the moisture content of the clayey soils fluctuates. These shrink/swell cycles can impact foundations and lightly loaded slabs-on-grade when not designed for the anticipated expansive soil pressures.

Artificial fill soils were encountered at a depth of 5.5 feet bgs and consisted of medium stiff to very stiff clayey soils. Native alluvium was also encountered below ground surface and extended to at least the maximum depth explored of 50 feet. The alluvial soils consist of The fill extended to depths 5.5 to 6.5 feet below the ground surface. The fill soil mostly consists of medium stiff to very stiff silty clays and clayey silts. Southern California Geotechnical conducted expansion index testing on one (1) sample of the sandy lean clay soils collected from depths of 0 to 5 feet bgs. The results of the expansion testing indicate an expansion index of 53 which indicates that soil below ground surface of the site have a medium expansion potential.

The Project will implement Mitigation Measure **GEO-1** (as set forth below) which requires the Project to comply with applicable requirements and recommendations outlined in the Geotechnical Investigation prepared by Southern California Geotechnical dated June 13, 2023 (Appendix I). Recommendations within the report include requirements for expansive soils that will reduce the potential of direct or indirect risks to life and property to a level below significance. Therefore, impacts are less than significant with mitigation incorporated.

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

No Impact: The Project site is serviced by Rowland Water District for potable water, and sewage disposal services are provided via the Los Angeles County Sanitation Districts (LACSD). The Project does not propose to utilize a septic tank or alternative wastewater disposal system. In addition, the Phase I ESA identified that there was no indication of an existing septic system on the property (Appendix C). Therefore, the Project will have no impact.

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

Less than Significant Impact with Mitigation Incorporated: No paleontological resources have been discovered or are known to exist on the site. Implementation of the Project will require some grading and installation of underground service facilities. Given the highly disturbed condition of the Project site from the previous development, the discovery of paleontological resources is unlikely. Implementation of the Project is not anticipated to destroy a unique paleontological resource or site directly or indirectly; nonetheless a mitigation measure is identified and discussed below to ensure that in the event that unanticipated resources are encountered during excavation, impacts would remain less than significant. Mitigation Measure **GEO-2** (as set forth below) has been included to further ensure that any impact is reduced to a less than significant impact with mitigation incorporated into the Project.

Mitigation Measures

Mitigation:

VII. (a (iii), c, d)

GEO-1: Grading
The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated June 13, 2023 (Appendix I). The recommendations are presented in Section 6.0 Conclusions and Recommendations of the report under the following subheadings: Seismic Design Considerations, Geotechnical Design Considerations, Site Grading Recommendations, Construction Considerations, Foundation Design and construction, Floor Slab Design and Construction, Retaining Wall Design and construction and Pavement Design Parameters (pages 10-29).

VII. (f)

GEO-2: Inadvertent Paleontological Discovery

In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- 17969 Railroad Street Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. November 21, 2023. (Appendix B)

Findings of Fact: The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

As the City has not adopted its own significance threshold for greenhouse gas emissions, the City relies on compliance with a local air district threshold in the determination of significance of Project-related greenhouse gas (GHG) emissions. Specifically, the City defers to the interim 3,000 MTCO2e per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The 3,000 MTCO2e per year threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper (2008). A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will

be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050 (Appendix A).

Discussion of Impacts

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

Less than Significant Impact:

Urban Crossroads conducted a Greenhous Gas Analysis for the proposed Project, dated November 21, 2023 (Appendix B). The analysis provides the estimated GHG emissions that will result from Project construction and operation. Construction related GHG emissions are quantified and amortized over the life of the Project, which is identified as a 30-year period, in accordance with SCAQMD recommendation. Project operational emissions would consist of mobile sources, area source, energy source, water supply and treatment, waste, refrigerants, and on-site equipment. As shown in Table 8-1, the Project would generate 2,187.94 MTCO2e per year. According to the threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from construction and on-going operations of the proposed Project would exceed the SCAQMD threshold of 3,000 $MTCO_2e$ per year. Therefore, since the Project will not exceed the threshold of significance, the Project does not have the potential to result in a cumulatively considerable impact with respect to GHG emissions and a less than significant impact would occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (lbs/day)				
	CO2	CH4	N2O	R	Total CO2E
Annual construction-related emissions amortized over 30 years	26.28	1.09E-03	6.48E-04	9.33E-03	26.51
Mobile	1,696.59	0.07	0.19	2.36	1,758.15
Area	4.33	0.00	0.00	0.00	4.35
Energy	267.24	0.02	0.00	0.00	268.43
Water	2.37	0.03	0.00	0.00	3.19
Waste	19.34	1.93	0.00	0.00	67.65
Refrigerants	0.00	0.00	0.00	0.83	0.83
Stationary Sources	11.42	0.00	0.00	0.00	11.46
On-Site Equipment	0.00	0.00	0.00	0.00	47.37
Total CO_2E (All Sources)			**2,187.94**		

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

Less than Significant Impact: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 1279, which is to return to 1990 emission levels by year 2045 (CARB 2022). The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

In December 2022, CARB released the Final 2022 Scoping Plan Update to address the new 2045 interim target to achieve an 85 percent reduction below 1990 levels by 2045, established by AB 1279 (CARB 2022). Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 1279. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and California Green Building Code (CALGreen). While measures in the Scoping Plan apply to state agencies and not the proposed Project, the Project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 1279 were adopted. Therefore, the proposed Project would not obstruct implementation of the CARB Scoping Plan and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The Project would replace the existing building and pavement onsite with one (1) warehouse building approximately 213,500 square feet. The Project is consistent with the general plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan. Thus, a less than significant impact related to GHG emissions from Project construction and operation would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET

- Phase I Environmental Site Assessment 17969 Railroad Street. Hazard Management Consulting (HMC). June 19, 2023. (Appendix C)
- Phase II Environmental Site Assessment 17969 Railroad Street. Hazard Management Consulting (HMC). June 29, 2023. (Appendix D)
- RE: 17969 E. Railroad Street, City of Industry, CA. United States Environmental Protection Agency. June 6, 2023. (Appendix E)
- Work Complete Pursuant to Water Code Section 13267 and 13383 Order WQ 2019-0045-DWQ for Determination of the Presence Per- and Polyfluoroalkyl Substances. Los Angeles Regional Water Quality Control Board. May 9, 2023 (Appendix F)
- Asbestos Survey Report 17969 Railroad Street. Hazard Management Consulting (HMC). July 25, 2023, Revised November 5, 2023. (Appendix G)
- Response to City Peer Reviewer for Asbestos at 17969 Railroad Street. Hazard Management Consulting (HMC). March 14, 2024. (Appendix H)

Findings of Fact: A Phase I Environmental Site Assessment (ESA) was conducted by Hazard Management Consulting (HMC) for the proposed Project to determine if any recognized environmental conditions (RECs) exist on the Project site in accordance with the scope and limitations of ASTM Practice E1527-13 (Appendix C). The term "recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. Additionally, a Phase II ESA was prepared by HMC to assess current soil and soil vapor conditions as a result of past releases at the Project site (Appendix D). Finally, a Asbestos Survey Report was conducted by HMC to determine the presence of asbestos-containing materials (ACM) on the Project site (Appendix G).

Property History

According to available historical sources, the Project site was undeveloped from as early as 1896. In approximately 1928, the Project site was developed for agriculture purposes and included a residential structure. The site was redeveloped in 1963 with the existing industrial structures and has been occupied by Reuland Electric Company since 1963. Reuland Electric Company manufactures custom-built electric motors and related products. The site contains an active metal foundry, dip tank, and spray paint booth. Operations at the Project site consist of manufacturing of electric motors, machining, welding, spray paint coating, assembly, warehousing, and distribution.

The Project site is located within the Puente Valley Operable Unit of the San Gabriel Valley (Area 4) Superfund Site. The Puente Valley Operable Unit is contaminated with volatile organic compounds (VOCs), namely chlorinated solvents including trichloroethene (TCE) and tetrachloroethylene (PCE), which were historically used by the commercial and industrial facilities located in this area. The Project site was identified by the US EPA as a Potentially Responsible Party (PRP) and contributor to groundwater contamination within the site (Appendix E). Remedial actions were conducted by the previous tenant, Reuland Electric Company, including the installation of a soil vapor extraction system and groundwater monitoring wells. On June 8, 2005, the Los Angeles Regional Water Quality Control Board (LARWQCB) issued the Property a "No Further Requirements for Soil Only" letter. On June 6, 2023, the US EPA issued a "Comfort Letter"

for the Project site, which concludes that ongoing groundwater sampling is not required (Appendix E). Though groundwater sampling is not required at the Project site, the US EPA requires that the onsite groundwater monitoring wells stay active so the US EPA can continue to monitor groundwater pollutants in the region. Consistent with the EPA's requirement, the proposed Project will relocate the groundwater monitoring wells onsite to outside of the proposed building pad location. Currently VOCs remain above maximum contamination levels (MCLs) in the groundwater and soil that underlie the Project site, and the Project site is considered an open groundwater monitoring case with the LARWQCB. Additional environmental concerns at the Project site include one (1) 3,000-gallon underground storage tank (UST) and one (1) 20,000-gallon diesel UST. The USTs were removed from the Project site in 1985 with no indication of soil contamination (Appendix C).

Overall, environmental concerns at the Project site include the VOC-impacted groundwater associated with the San Gabriel Valley Area 4 Superfund Site and the residual VOCs detected in soil, soil gas and groundwater samples. The Phase I ESA prepared by HMC, detailed in Appendix C of this document, revealed the following recognized environmental conditions (RECs) in connection with the Project site:

- The Project site has an open groundwater monitoring case with the LARWQCB with residual VOCs detected in soil, soil gas and groundwater samples. Historic releases have resulted in the site being designated as a contributor to regional groundwater conditions. The current property owner resolved the liabilities with respect to the US EPA via a Consent Order (settlement agreement), and EPA issued its Comfort Letter to the Applicant dated June 6, 2023.

- The Project site is located within the boundaries of the San Gabriel Valley Superfund groundwater plume and adjacent facilities may have affected the site.

- Two former USTs were removed in the 1980's and granted closure; these closed USTs would be considered a historical recognized environmental condition (HREC).

- The LARWQCB granted a No Further Action determination for soil only at the Project site in 2005. The LARWQCB case is considered administratively open due to the detection of VOCs in groundwater above MCLs during prior sampling events. However, the soil closure would be considered an HREC and a controlled recognized environmental condition (CREC) to the Project site as the residual concentrations would not meet unrestricted standards.

Additionally, HMC has identified the following non-ASTM issues which are outlined in the Asbestos Survey Report (Appendix G):

- **Asbestos-Containing Materials (ACMs):** Bulk samples and additional layers of accessible construction materials were collected from the site buildings on June 21, 2023. Table 9-1 identifies ACMs that were reported by the laboratory to contain asbestos (Appendix G). The "locations of material" column refers to materials throughout the building that were observed to be homogeneous with samples of materials reported to contain asbestos. Square footage estimates of asbestos containing materials are also presented.

Table 9-1 Asbestos Containing Materials

Sample Number	Description of Material Sampled	Sample Location(s)[1]	Estimated Area Covered[1]	PLM Results (% Asbestos)
B1-1,2,3	Floor tile: Beige; 9"x9" with black mastic, Intact, non-friable	Offices, utility closet at end of North hallway	30 ft^2	Tile: 4% CH; Mastic 2%
B3-1,2,3	Floor tile: black/white, 1'x1' with black & yellow mastic. Intact, non-friable	Offices	300 ft^2	Tile: ND; Mastic: 3% CH
B8-1,2,3	Floor tile; Beige; 9"x9" with black mastic, intact, non-friable	Vault room	200 ft^2	Tile: 4% CH
B9-1,2,3	Flooring: black mastic. Intact non-friable. Under carpet tiles	Engineering/Sales Dept.	600 ft^2	Floor mastic: 3% CH
B15-1,2,3	Drywall & mud compound; white, intact, non-friable	East Building: Tool & storage rooms	2,500 ft^2	2% CH
[1]Quantities and Locations are estimates only, it is the responsibility of the contractor to verify quantities and locations (Appendix G)				

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated:

Construction Related Impacts

The proposed Project involves the demolition of one (1) existing building totaling 75,000 square feet, and the construction of one (1) new industrial building totaling 213,500 square feet. Project construction would require fuels, lubricating fluids, solvents, cleaners, and paint. The use, transport, storage, and disposal of hazardous materials using these substances is subject to existing regulations established by several agencies which the Project would comply with, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department. Additionally, the Project will comply with policies S4-1 through S4-3 of the City's General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials (City of Industry, 2014).

Although asbestos-containing materials exist on the site, compliance with Mitigation Measures **HAZ-1** and **HAZ-2** (as set forth below) will ensure proper disposal of materials, and results in a less than significant impact during the demolition and construction phase of the Project (Appendix G and Appendix H). As detailed in the Phase II ESA, soil vapor PCE

and vinyl chloride concentrations exceed commercial/industrial screening levels onsite. Implementation of Mitigation Measure **HAZ-1** requires the installation of a vapor intrusion mitigation system (VIMS) which will reduce impacts from vapor intrusion to a less than significant level. Furthermore, in compliance with Mitigation Measure **HAZ-2,** a demolition-level survey will be completed to determine exact locations and quantities of hazardous materials located onsite prior to demolition activities. Finally, given the historical use of the site for industrial purposes, Mitigation Measure **HAZ-3** will be implemented to reduce impacts associated with unexpected hazardous materials encountered during the demolition and grading phase of the Project.

Operation Related Impacts

No specific tenants have been identified for the proposed Project; however, the Project is not expected to routinely transport and/or use hazardous materials. Although it is anticipated that the proposed Project will not transport and/or use hazardous materials, the Project will comply with policies S4-1 through S4-3 of the City's General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials (City of Industry, 2014). The Project is consistent with the underlying General Plan Land Use Designation of Employment and Industrial zoning designation.

With the incorporation of Mitigation Measures **HAZ-1, HAZ-2,** and **HAZ-3** (as set forth below), the Project would not result in a significant impact associated with the routine transport, use or disposal of hazardous materials. Impacts would be less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated:

Construction Related Impacts

The construction phase of the Project will involve the demolition of one (1) existing building totaling 75,000 square feet, and the construction of one (1) new industrial building totaling 213,500 square feet. The Asbestos Survey Report (Appendix G) identified that there is asbestos present in the existing building. Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the Environmental Protection Agency (EPA). As such, South Coast AQMD Rule 1403 incorporates the requirements of the federal asbestos requirements found in National Emission Standards for Hazardous Air Pollutants (NESHAP) found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M. The Project is required to comply with Rule 1403 to limit asbestos emissions from building demolition activities.

Although asbestos-containing materials exist on the site, compliance with Mitigation Measure **HAZ-1** and **HAZ-2** (as set forth below) will ensure that the proper disposal of materials would result in a less than significant impact to construction workers and the public. Furthermore, Cal/OSHA regulates worker safety with respect to the use of hazardous materials, including requirements for safety training, availability of safety equipment,

hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. The use of certain construction materials may result in safety hazards. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee training programs. Incorporation of Mitigation Measures **HAZ-1, HAZ-2,** and **HAZ-3** (as set forth below) reduces impacts to construction workers and the public from any hazardous materials during construction activities to a less than significant impact.

Operation Related Impacts

As discussed in Section "a" above, construction and operation of the Project would comply with applicable federal, state and local laws and regulations in order to reduce the likelihood and severity of accidents during the future buildout of the Project site. Adherence to the required applicable regulations established by the federal, state, and local agencies with jurisdictions over fueling stations, such as Cal OSHA, CFC, RCRA, and OCFA would reduce potential impacts associated with hazardous waste and ensure any transport or interaction with hazardous materials occurs in the safest possible manner. This would reduce the opportunity for accidental release and impacts. Any hazardous material handling associated with the operation of the proposed Project would be limited in both quantity and concentration to the smallest possible limits. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, which would inform on-site operators of necessary remediation processes in the event of accidental release. Therefore, with implementation of all required applicable federal, state, and local regulations, potential impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with mitigation incorporated.

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

Less than Significant Impact: The proposed Project is not located within one-quarter mile of a school. The nearest school is Jellick Elementary School, which is located approximately 0.72 miles southeast of the Project site. Additional surrounding schools include Yorbita Elementary School located approximately 0.82 miles northeast of the Project site, and Wedgeworth Elementary School located approximately 1.37 miles southeast of the Project site. The Project would comply with applicable federal, state and local laws and regulations in order to reduce the likelihood and severity of accidents during potential future buildout of the Project. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, which would inform on-site operators of necessary remediation processes in the event of accidental release. Therefore, impacts associated with the proposed Project would be less than significant.

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

Less than Significant Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency

must indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). As stated in the Phase I ESA, dated June 19, 2023, Hazardous Management Consulting performed a search of the databases that provide information regarding facilities or sites identified as meeting the Cortese List requirements. According to the database search results, the Project site is not identified on the Cortese List data resources (Appendix C). Therefore, the Project would not create a significant hazard to the public or the environment. A less than significant impact would occur.

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

Less than Significant Impact: The Project site is not located within an airport land use plan or within two miles of an airport or heliport. The closest airport to the Project site is the San Gabriel Valley Airport located approximately 9.2 miles northwest of the Project site. The closest heliport to the Project site is the LA County Sheriff's Department Heliport located approximately 3.2 miles northwest of the Project site within the City's boundaries. Thus, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area due to airport hazards and a less than significant impact would occur.

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

Less than Significant Impact: The Los Angeles County Office of Emergency Management (OEM) provides emergency planning and coordination for the City. The County OEM also prepares the Operational Area Emergency Response Plan (OAERP) which identifies emergency procedures and emergency management routes in the County. The City's major roadways and access to major freeways serve as evacuation routes in the event of an emergency. The Project does not involve construction or operational characteristics which would interfere or impact emergency response or evacuation of the Project site or immediate surrounding area. Ingress and egress to the Project site will be maintained and circulation on-site is provided to comply with County and City requirements. Therefore, potential impacts to the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

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

Less than Significant Impact: According to the California Department of Forestry and Fire Protection, the City is not within a severe fire hazard zone and does not anticipate exposure to hazards associated with wildland fires. Despite the proximity to the open space and urban interface classified as a Very High Fire Hazard Severity Zone (VHFHSZ), located approximately 1.7 miles south of the Project site, no wildlands exist within the immediate vicinity of the site. The VHFHSZ is not anticipated to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Furthermore, the Project site is currently developed with existing industrial structures.

Therefore, implementation of the proposed Project would have a less than significant impact.

Mitigation Measures

Mitigation:

IX. (a & b)

HAZ-1 Phase I ESA, Phase II ESA and Asbestos Survey Report Recommendations

The Project Applicant shall incorporate applicable recommendations provided in the Phase I Environmental Site Assessment prepared by Hazard Management Consulting, dated June 19, 2023 (Appendix C), the Phase II Environmental Site Assessment prepared by Hazard Management Consulting, dated June 29, 2023 (Appendix D), and the Asbestos Survey Report prepared by Hazard Management Consulting dated July 25, 2023, revised November 5, 2023 (Appendix G). The recommendations are identified as follows:

- Phase I Environmental Site Assessment prepared by Hazard Management Consulting, dated June 19, 2023 (Appendix C): Recommendations are listed under Section 13 “Recommendations” on page 20 of the report.
- Phase II Environmental Site Assessment prepared by Hazard Management Consulting, dated June 29, 2023 (Appendix D): Recommendations are listed under the heading “Recommendations” on pages 8-9 of the report.
- Asbestos Survey Report prepared by Hazard Management Consulting dated July 25, 2023, revised November 5, 2023 (Appendix G): Recommendations are listed under Section 7.0 under the heading “Recommendations” on page 5 of the report.

HAZ-2 Demolition-Level Investigation

The Project Applicant shall perform a demolition-level investigation prior to any demolition activities as required by SCAQMD Rule 1403 for demolition asbestos abatement (Appendix H).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Department of Homeland Security. FEMA Flood Map Service Center. December 2021.
- 2020 Urban Water Management Plan, Rowland Water District. June 2021.

- Phase I Environmental Site Assessment 17969 Railroad Street. Hazard Management Consulting (HMC). June 19, 2023. (Appendix C)
- Phase II Environmental Site Assessment 17969 Railroad Street. Hazard Management Consulting (HMC). June 29, 2023. (Appendix D)
- Low Impact Development (LID) for Railroad Street Industrial Building. Thienes Engineering, Inc. January 14, 2024. (Appendix K)

Findings of Fact: The City lies within the San Gabriel River Watershed, and the San Gabriel River is the main drainage for the watershed. Major tributaries to the San Gabriel River along its path to the Pacific Ocean include Walnut Creek, San Jose Creek, Coyote Creek, and numerous storm drainage structures. The watershed in Los Angeles County is under the authority of the Los Angeles Regional Water Quality Control Board (LARWQCB). The County of Los Angeles Department of Public Works leads the planning and implementation of the San Gabriel River Watershed. The primary receiving water body for the majority of the City is San Jose Creek. The San Gabriel Basin aquifer, which encompasses approximately 170 square miles, is the primary groundwater and drinking water source for the San Gabriel Valley.

The Project site is located within the Puente Valley Operable Unit of the San Gabriel Valley (Area 4) Superfund Site. The Puente Valley Operable Unit is contaminated with volatile organic compounds (VOCs), namely chlorinated solvents including trichloroethene (TCE) and tetrachloroethylene (PCE), which were historically used by the commercial and industrial facilities located in this area. The Project site was identified by the US EPA as a Potentially Responsible Party (PRP) and contributor to groundwater contamination within the site (Appendix E). Remedial actions were conducted by the previous tenant, Reuland Electric Company, including the installation of a soil vapor extraction system and groundwater monitoring wells. On June 8, 2005, the Los Angeles Regional Water Quality Control Board (LARWQCB) issued the Property a “No Further Requirements for Soil Only” letter. On June 6, 2023, the US EPA issued a “Comfort Letter” for the Project site, which concludes that ongoing groundwater sampling is not required (Appendix E). Though groundwater sampling is not required at the Project site, the US EPA requires that the onsite groundwater monitoring wells stay active so the US EPA can continue to monitor groundwater pollutants in the region. Consistent with the EPA’s requirement, the proposed Project will relocate the groundwater monitoring wells onsite, outside of the proposed building pad location.

Flood Zones

The Project site is located in FEMA Flood Zone X (area of 0.2% annual chance flood) according to Figure 15 of the General Plan, which is described as an area determined to be outside of the 100- and 500- year floodplains with a minimal flood hazard. According to the City’s General Plan, Figure 16 “Dam Inundation Hazards” Map, the Project site is not located within a dam inundation area.

Water Quality

A Low Impact Development (LID) plan was prepared by Thienes Engineering, Inc., dated January 24, 2024 (Appendix K). The LID plan complies with the standard BMP requirements set forth by the Los Angeles Regional Water Quality Control Board. Additionally, the LID plan sets forth Source Control Best Management Practices (BMPs), non-structural BMPs, Structural BMPs, and

Inspection/Maintenance Responsibilities for the Project. The Project LID plan is included as Appendix K to this Initial Study.

Discussion of Impacts

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

Less than Significant Impact: According to the Low Impact Development Plan (LID) prepared by Thienes Engineering, Inc. dated January 24, 2024, (Appendix K), the Project is considered a redevelopment project, which is a land-disturbing activity that results in the creation, addition, or replacement of a certain amount of impervious surface area on an already developed site. While the Project would result in an alteration to more than 50 percent of the impervious surface area on the already developed site, the existing site is subject to post-construction storm water quality control requirements. Thus, the site does not need to be mitigated. All designated projects must retain 100 percent of the Stormwater Quality Design Volume (SWQDv) on-site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. To meet these requirements, the Project must:

- Conduct site assessment and identify design considerations, including the feasibility of on-site infiltration,
- Apply site-specific source control measures,
- Calculate Stormwater Quality Design Volume,
- Implement stormwater quality control measures
- Develop a maintenance plan

In order to comply with the New Development and Redevelopment Standards of the Los Angeles County Municipal NPDES Permit (MS4 Permit), a Low Impact Development (LID) Plan was prepared by Thienes Engineering to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff. With the implementation of the Stormwater Quality Control Measures outlined in the LID Plan as approved by the City, the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the maximum extent possible. The LID Plan describes spill prevention, control and cleanup BMPs which reduce the potential for soil contamination and/or groundwater contamination. The Project will additionally conform with conditions related to water quality standards and waste discharge requirements to reduce the potential to substantially degrade surface or groundwater quality to a less than significant impact. Thus, a less than significant impact would occur.

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

Less than Significant Impact: The Project site is serviced by Rowland Water District according to the City of Industry General Plan Figure 10, Water District Boundaries and Drainage Channels. Rowland Water District utilizes locally produced groundwater from wells

in the San Gabriel Valley Main and Central Basins, surface water from the Metropolitan Water District of Southern California purchased through Three Valleys, and recycled water. According to the 2020 Urban Water Management Plan (UWMP), Rowland Water District can expect to meet the majority of future demands through 2045 for average, single dry, and multiple dry years.

The proposed Project is a redevelopment project that will result in the replacement of 5,000 square feet or more of impervious surface area, and will alter more than 50 percent of the impervious surface of the site (Appendix K). Due to the past use of the site resulting in VOC and soil contamination, infiltration is not recommended at the Project site (Appendix K). The proposed Project will treat stormwater runoff generated by the Project through the use of a WetlandMOD biofiltration system and an underground detention system sized to treat 1.5 times the Stormwater Quality Design volume (SWQDv) of the Project site. Therefore, the Project design would not reduce the amount of groundwater recharge interference. The Project proposes to demolish one (1) existing structure totaling 75,000 square feet and construct one (1) industrial building totaling 213,500 square feet. The Project is consistent with the underlying land use designation and is not anticipated to generate an increased demand that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, a less than significant impact would occur.

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

i) result in substantial erosion or siltation on- or off-site;

Less than Significant Impact: The site is fully developed, and the full buildout of the Project would not create any additional hydrological conditions of concern (Appendix K). The Project proposes to demolish one (1) existing structure totaling 75,000 square feet and construct one (1) industrial building totaling 213,500 square feet. The Project is also not anticipated to substantially increase the amount of runoff, or rate of surface runoff located on-site as the Project site is fully developed. Additionally, the implementation of the Stormwater Quality Control Measures outlined in the LID Plan will reduce the potential for on- or offsite flooding to the maximum extent possible. Therefore, a less than significant impact would occur.

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

Less than Significant Impact: The Project site is currently developed with a 75,000 square foot industrial building and associated improvements such as pavement, which would be demolished and replaced with one (1) industrial building totaling 213,500 square feet. Though the building footprint would increase by 138,500 square feet based on the proposed site plan, the Project would be consistent with the existing impervious surface on-site as the site is paved and fully developed. Therefore, the Project would not significantly increase the amount of runoff water and is not expected to exceed the capacity of existing or planned stormwater drainage systems. Any increases in runoff quantities are expected to be within the capacity of the existing infrastructure.

Additionally, the Project will implement the recommendations outlined in the LID Plan to reduce the potential for polluted stormwater runoff to a less than significant impact. The Project will follow the City regulations regarding stormwater runoff and treatment for industrial projects. A less than significant impact would occur.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact: The Project proposes a drainage system that will mimic the existing drainage patterns. The proposed grading and drainage designs are anticipated to protect the proposed on-site improvements from the 100-year storm event without causing adverse impacts to the downstream drainage conditions (Appendix K). Therefore, Project impacts would be less than significant.

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

No Impact: The Project site is located in a FEMA Flood Zone X (area of 0.2% annual chance flood) according to the City of Industry General Plan Figure 15, FEMA Flood Hazards. Zone X is described as an area determined to be outside of the 100- and 500- year floodplains with a minimal flood hazard. According to the City's General Plan, Figure 16 "Dam Inundation Hazards" map, the Project site is not located within a dam inundation area. The site is not in an area that would be subject to seiche, tsunami, or flood due to the subject site's lack of directly adjacent bodies of water that could be the source of a seiche, distance from the shoreline in the event of a tsunami, or proximity to areas prone to landslides that could create mudflows or flash flooding. Therefore, there would be no significant risk of releasing pollutants due to project inundation from flood, tsunami, or seiche. Furthermore, the engineering of the site along with implementation of the LID Plan will prevent on-site inundation. No impact would occur.

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

Less than Significant Impact: A LID Plan was prepared by Thienes Engineering to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff. With the implementation of the Stormwater Quality Control Measures outlined in the LID Plan as approved by the City, the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the maximum extent possible. The Project is designed to meet City regulations regarding construction and operation for the Project. Thus, the Project will comply with City water quality control plans and sustainable groundwater management plans to reduce impacts to a less than significant impact level.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)

Findings of Fact: The proposed Project involves the demolition of one (1) existing building totaling approximately 75,000 square feet and the construction of one (1) new industrial building totaling 213,500 square feet. The underlying General Plan land use designation is Employment, and the zoning designation is Industrial (M) (APNs: 8264-009-022, -023). Areas to the east, west, and north of the site are zoned Industrial (M) within the City, and south of Railroad Street is zoned Commercial (C) within the City. The proposed industrial development is consistent with the surrounding land uses and the City's role as an employment and commercial hub for the surrounding areas.

Discussion of Impacts

Would the project:

a) Physically divide an established community?

No Impact: The Project site has an underlying General Plan land use designation of Employment, and a zoning designation of Industrial (M) (APNs: 8264-009-022, -023). The Project site is surrounded by existing industrial uses and the nearest residential use is located approximately 0.2 miles southeast of the Project site, south of SR-60. The Project site is currently developed with an industrial building used for manufacturing purposes. No established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community, and no impact would occur.

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?

No Impact: The proposed Project is consistent with the City's General Plan land use designation of Employment and is permitted in the Industrial (M) Zone. Implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County General Plan Update 2035
- California Department of Conservation, California Geological Survey, Geological Map of California GIS Map.

Findings of Fact: The City does not designate any land uses within its jurisdiction for mineral resources, nor does the City delineate any resource recovery sites. The Project site has a land use designation of Employment and is zoned Industrial (M). According to the California Geological Survey and the State Mining and Geology Board, no areas within the City are designated as mineral areas. Mineral Land Classification (MLC) studies are produced by the State Geologist as specified by the Surface Mining and Reclamation Act (SMARA, PRC 2710 et seq.) of 1975. To address mineral resource conservation, SMARA mandated a two-phase process called classification-designation. Classification is carried out by the State Geologist and designation is a function of the State Mining and Geology Board. According to SMARA, the Project lies within Special Report 143 Part 4, and Special Report 202.

Discussion of Impacts

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

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

a-b) No Impact: According to the City's General Plan, the Project site is not designated as an area of known mineral resources. According to the California Geological Survey, the Project site is considered to be an area where geologic information indicates that little likelihood exists for the presence of significant mineral resources. Additionally, there are no resource recovery sites delineated within the City boundaries, Project vicinity or surrounding areas.

Therefore, the Proposed project would not result in the loss of availability of locally important mineral resources and no impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- U.S. Department of Transportation. Federal Highway Administration. Construction Noise Handbook. Chapter 9.0 “Construction Equipment Noise Levels and Ranges.”
- Los Angeles County A-NET
- 17969 Railroad Street Warehouse Project Noise and Vibration Technical Memorandum. Dudek. November 14, 2023 (Appendix L)

Findings of Fact: The City is an industrial suburb of Los Angeles and serves as an economic hub for the surrounding region. The City is located along Highways 60 and 57 as well as the 605 Freeway. Thus, the City is impacted by a variety of existing noise sources related to the existing industrial and commercial uses in the area and from vehicular traffic from surrounding freeways and roadways. The Project site is located at the northwest corner of Railroad Street and S. Lawson Street.

As noted in the Noise and Vibration Technical Memorandum prepared by Dudek dated November 14, 2023 (Appendix L), the nearest and most sensitive noise receivers to the Project site are residences located approximately 1,180 feet south of the Project site and south of the Pomona Freeway (Highway 60). All other surrounding properties are developed with industrial land uses. The Project site is currently developed with one (1) industrial building formerly used for manufacturing uses. The Project proposes to demolish the existing structure and construct one (1) industrial building totaling 213,500 square feet.

According to the Land Use Compatibility figure of the City's General Plan, the normally acceptable community noise equivalent level (CNEL) for industrial land uses is within the 50 - 75 CNEL (dBA) range. The conditionally acceptable CNEL for industrial land uses is 70 - 80 CNEL, with the normally unacceptable range starting at 75 CNEL. According to the Construction Noise Handbook prepared by the Federal Highway Administration, some heavy construction equipment can produce noise levels above 80 A-weighted decibels (dBA) at a distance of 50 feet. Construction can also cause temporary ground borne vibration that may be perceptible to humans, but the vibration drops off rapidly with distance as you move farther away from the source.

Discussion of Impacts

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?

Less than Significant Impact The Project is located within the Industrial (M) zone and is identified within the 70 dBA CNEL noise contour zone. The Project proposes to demolish one (1) existing industrial building totaling 75,000 square feet and construct one (1) new industrial building totaling 213,500 square feet. The proposed building will include 3,500 square feet for office space on the first floor, 3,500 square feet for office space on the second floor, and 206,500 square feet for warehouse space. Industrial land uses such as the proposed Project are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. The Noise and Vibration Technical Memorandum prepared by Dudek, dated November 14, 202,3 (Appendix L) was prepared using the applicable City standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Construction Related Impacts

Neither the City's General Plan nor County Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use (Appendix L). Construction noise levels will vary due to each stage of construction requiring a specific equipment mix, depending on the work to be completed. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Table 13-1 presents the reference levels for construction equipment at a reference distance of 50 feet.

Table 13-1 Construction Reference Noise Levels

Equipment Type	Typical Equipment (dBA at 50 Feet)
Air Compressor	81
Backhoe	85
Concrete pump	82
Concrete vibrator	76
Crane	83
Truck	88
Dozer	87
Generator	78
Loader	84
Paver	88
Pneumatic tools	85
Water pump	76
Power Hand Saw	78
Shovel	82
Trucks	88

As shown in Table 13-1 above, estimated maximum instantaneous construction noise levels can reach up 88 dBA Leq at 50 feet. To evaluate whether the Project will generate potentially significant short-term noise levels at the nearest receiver locations at 1,180 feet, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities with a maximum noise level of 57 dBA Leq, as shown in Table 13-2. Therefore, noise impacts due to Project construction are considered less than significant at receiver locations and no mitigation measures are required.

Table 13-2 Average Construction Noise Levels per Phase

Phase Name	Construction Equipment Planned for Use	Estimated Construction Noise Levels at Nearest Receiver (1,180 ft.)
Demolition	Concrete/Industrial Saws (1), Excavators (3), Rubber Tired Dozers (2), Jack Hammer (1)	54.4
Site Preparation	Rubber Tired Dozers (3), Tractors/Loaders/Backhoes (4)	51.2
Grading	Scraper (1), Rubber Tired Dozers (3), Flatbed Truck (2), Roller (1), All Equipment >5 HP (1)	53.3

Building Construction	Cranes (1), Man lifts (3), Generator Sets (1), Tractors/Loaders/Backhoes (3), Welders (1)	47.7
Paving	Pavers (2), Rollers (2), Cement and Mortar Mixers (1)	47.0
Architectural Coating	Air Compressors (1)	40.6

Operation Related Impacts

Operational noise generated by the proposed Project would result from loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements and truck movements. Consistent with similar warehouse and industrial uses, the Project business operations would primarily be conducted within enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. As detailed in the Project's Noise and Vibration Analysis, Dudek modeled an operational scenario of the proposed Project assuming all the HVAC equipment operating simultaneously for a minimum period of one hour long with peak hour truck movements in the loading dock areas. Onsite loading dock noise was calculated based upon the number of heavy trucks entering or exiting the facility during peak PM hours. Figure 8-1 displays the predicted noise contours associated with the proposed Project.

Figure 8-1 Predicted Onsite Operations Noise Contours

Based on the noise level contours in Figure 8-1, operation noise from the proposed Project is predicted to reach up to 53 dBA Leq at the western property line and is therefore expected to comply with the City's 70 dBA Leq threshold for industrial properties. Furthermore, the proposed Project is anticipated to increase the existing ambient noise by 0.2 dBA, which would not be perceptible by humans (Appendix L). Therefore, noise level impacts as a result of Project operations would be less than significant.

Off-Site Traffic Noise

The proposed Project is anticipated to generate approximately 519 average daily trips. During the afternoon (PM) peak-hour (the highest of the AM and PM peak hours), approximately 55 passenger car vehicles are estimated to enter or exit the Project site (Appendix L). Due to the unavailability of Average Daily Traffic (ADT) data from the City or County, level of service C volumes were used to predict the change in noise level due to the addition of Project trips. The level of service C volumes used in this analysis were assumed to be 1,290 vehicles per hour for Railroad Street and 1,250 vehicles per hour for Lawson Street per the Transportation Research Board's Highway Capacity Manual (2000). The calculated difference between the existing traffic noise level and the existing plus Project traffic noise level is approximately 0.17 dBA. Because the Project would not result in a significant increase in traffic on local and regional roadways, the change in traffic noise due to the Project would not be significant. Therefore, impacts associated with off-site Project-generated traffic noise would be less than significant. No mitigation measures are required.

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

Less than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The maximum acceptable continuous vibration damage threshold is 0.20 in/sec PPV. According to Caltrans, excavators, earthmovers, and trucks have not exceeded 0.10 inches/second PPV at 10 feet (Caltrans 2020). Since the closest off-site residence is located approximately 1,180 feet away from likely heavy construction equipment, vibration from construction activities at the closest sensitive receiver would not exceed the significance threshold of 0.20 in/sec PPV. Furthermore, the proposed warehouse building is not expected to generate significant amounts of ground-borne noise or vibration during Project operation (Appendix L). Therefore, the Project-related ground-borne vibration and ground-borne noise level impacts are considered less than significant during typical construction activities and long-term operations at the Project site.

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

No Impact: No private airstrips exist within two miles of the Project vicinity. The nearest airport is San Gabriel Valley Airport, located approximately 9 miles to the-northwest of the Project site. The closest heliport is the LA County Sheriff's Department Heliport located approximately 3.2 miles northwest of the Project site within the City's boundaries. The Project site is not located within 2 miles of any public airport, nor is it located within the boundaries of any airport

land use plans. Therefore, the proposed Project would not expose or result in excessive noise for people residing or working in the Project area, and no impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)

Findings of Fact: The Project site is currently developed with one (1) existing building used for manufacturing purposes, totaling approximately 75,000 square feet. The Project proposes to replace the existing building with one (1) industrial building totaling 213,500 square feet to be utilized for manufacturing, logistics, and warehousing/distribution purposes. The proposed industrial facility is consistent with the underlying General Plan land use designation of Employment and is permitted per the City's Industrial (M) zone.

Discussion of Impacts

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact: The most immediate presence of potential growth related to the proposed Project would be the labor force associated with the construction and operation of the industrial facility. Section 1.5.1 of the City's General Plan, indicates that 70% of people working in the City live in the nearby communities of the East San Gabriel Valley, South San Gabriel Valley, Upper San Gabriel Valley, and Whittier. Since the Project site is in an urban and built-up area, the labor force associated with the construction and operation of the proposed Project would likely be comprised of persons from the surrounding and existing workforce within the area. The Project does not propose any residential dwelling units and would not result in direct or indirect population growth. Therefore, the proposed Project will have no impact regarding unplanned population growth.

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

No Impact: The Project would replace an existing industrial facility used for manufacturing purposes. The Project would not require the removal of existing housing or people. Therefore, the proposed Project will have no impact on displacing existing housing or people.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)

Findings of Fact: The City of Industry is served by Battalion 12 of the Los Angeles County Fire Department. Three fire stations are within the City: Fire Station No. 43 on Stimson Ave, Fire Station No. 87 on 2nd Ave., and Fire Station No. 118 on Gale Ave. The City is also served by stations in neighboring communities via mutual aid agreements. The nearest fire station is Los Angeles County Fire Department Station No. 118, located in the City of Industry approximately 1.26 miles west of the Project site. The City is served by the Los Angeles County Sheriff's Department. The Industry Sheriff's Station is located at 150 N. Hudson Ave, approximately 3.2 miles northwest of the Project site.

The Project site is located within the boundaries of the Rowland Unified School District which provides public school facilities to accommodate students. The nearest school is Jellick Elementary School, which is located approximately 0.72 miles southeast of the Project site. Additional surrounding schools include Yorbita Elementary School located approximately 0.82 miles northeast of the Project site, and Wedgeworth Elementary School located approximately 1.37 miles southeast of the Project site.

Discussion of Impacts

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or

physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less than Significant Impact: The Los Angeles County Fire Department will continue to provide fire protection and emergency medical services to the Project site, as well as to the surrounding community. The proposed Project involves the demolition of one (1) existing building onsite totaling approximately 75,000 square feet and the construction of one (1) new industrial building totaling 213,500 square feet. Based on the increase in building square footage of 138,500 square feet, the proposed Project may result in an incremental increase in demand for fire services, but not to a significant degree as population growth is not anticipated to occur as a direct or indirect result of project implementation. The proposed Project will be constructed to current building code requirements regarding fire suppression and access. Furthermore, the Project will be subject to the review and approval of the Los Angeles County Fire Department. According to the City's General Plan EIR, there are adequate firefighting resources in the region to serve the proposed Project, and construction of a new or expanded fire station would not be required. Therefore, Project impacts would be less than significant.

ii) Police protection?

Less than Significant Impact: The Los Angeles County Sherriff's Department provides police protection to the City and will continue to provide police protection services to the Project site and surrounding community. The Los Angeles County Sheriff's Station is located at 150 N. Hudson Ave, approximately 3.17 miles northwest of the Project site. The subject property is currently developed with one (1) existing industrial building totaling approximately 75,000 square feet that is used for manufacturing purposes. The proposed Project includes the demolition of the existing structure and associated improvements, and the construction of one (1) new industrial building totaling 213,500 square feet. Based on the increase in building square footage of 138,500 square feet, the proposed Project may result in an increase in demand for police protection services, but not to a significant degree as population growth is not anticipated to occur as a direct or indirect result of the Project implementation. The proposed Project will not result in the need for construction of new police protection facilities; therefore, a less than significant impact is expected.

iii) Schools?

No Impact: Project implementation would not create a direct demand for public school services, as the proposed Project includes industrial uses that would not generate any school-aged children requiring public education. The proposed Project is not expected to draw new residents to the region and therefore would not indirectly generate school-aged students requiring public education. As the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Thus, no impact would occur.

iv) Parks?

No Impact: The proposed industrial building replacement is not expected to impact local recreational areas. The Project does not involve park development or displacement, and the Project would not alter the utilization rate of any nearby parks. Therefore, no impact would occur.

v) Other facilities?

No Impact: Demand for public facilities is generated by the population within a facility's service area. The Project would not induce population growth and therefore would not create a demand for public facilities/services, including libraries, community recreation centers, post offices, and animal shelters. As such, implementation of the proposed Project would not adversely affect or require the construction of new or modified public facilities. No impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Government Code § 66477

Findings of Fact: Although the proposed Project may provide additional jobs, it is not anticipated that the increase in jobs will result in the need for additional recreational spaces. According to the City's General Plan Section 3.2.3 *Open Space and Recreation Resources*, "[a]s a largely developed, business-oriented City with a limited population, the City of Industry does not serve the recreational needs of a residential base." Additionally, industrial land uses are not subject to the Quimby Act (California Government Code § 66477), which requires developers to provide a percentage of open space with development projects.

Discussion of Impacts

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

a-b) No Impact: The Applicant proposes to re-develop the Project site with one (1) industrial building. The Project does not include any type of residential use or other land use that may generate a population that would increase the utilization of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in substantial physical deterioration of an existing neighborhood or regional park. The Project does not include any new on- or off-site recreation facilities, nor the expansion of any existing off-site recreational facilities. Thus, environmental effects related to the use, construction, or expansion of recreational facilities would not occur with

implementation of the proposed Project. No impact on recreational facilities would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation/Traffic– 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 uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Resolution No CC 2020-20 (...) Adopting Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts under CEQA City of Industry. Adopted June 25, 2020.
- 17969 Railroad Street Trip Generation Assessment. Urban Crossroads, Inc. September 26, 2023 (Appendix M)
- VMT Analysis – 17969 Railroad Street. CNC Engineering. July 6, 2023 (Appendix N)

Findings of Fact: The proposed Project includes the construction of one (1) industrial building totaling 213,500 square feet. The Project site currently consists of one (1) industrial building totaling 75,000 square feet that is proposed to be demolished. Access to the Project site will be provided off Railroad Street via one (1) 40-foot-wide driveway and one (1) twenty-six-foot-wide driveway, and one (1) thirty-foot-wide driveway off S. Lawson Street. According to Figure 5 of the General Plan, Railroad Street is classified as a collector street, which gathers traffic from local streets and conveys it to the arterial system and provides direct access to abutting properties (City of Industry, 2014).

Performance Standards

Beginning July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of level of service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a

significant transportation impact. A VMT Assessment was prepared by CNC Engineering, dated July 6, 2023, for the proposed Project (Appendix O).

Trip Generation

In April 2022, the City adopted the City of Industry Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Transportation Guidelines) for analyzing transportation impacts under CEQA. A Trip Generation Assessment was prepared by Urban Crossroads, dated September 26, 2023, to determine whether any traffic operations analysis is required for the proposed Project based on the City's Transportation Guidelines (Appendix M). Based on Urban Crossroad's analysis, the Project is anticipated to result in a net increase of 358 two-way trips per day and a net increase of 56 AM peak hour trips and 34 PM peak hour trips as compared to the existing use at the Project site. The City's Guidelines indicate that development projects that generate a net increase of 200 or more peak hour vehicle trips (and would contribute 100 or more peak hour trips to any off-site intersection) would require the preparation and submittal of a level of service (LOS) based Traffic Study. Projects that generate less than 200 peak hour trips typically do not affect LOS significantly once distributed to the local roadway network. The Project is anticipated to generate fewer than 100 net new peak hour trips during the peak hours. As such, the Project is anticipated to generate fewer than 200 net new peak hour trips and would contribute fewer than 100 net new peak hour trips to any off-site intersection. Based on the City's Guidelines, additional peak hour operations analyses of off-site intersections are not necessary for the proposed Project and impacts are anticipated to be less than significant.

Senate Bill (SB) 743

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3, Determining the Significance of Transportation Impacts, states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

On June 25, 2020, the City adopted a resolution approving VMT thresholds of significance and VMT screening thresholds of significance for analyzing transportation impacts under CEQA. One of the three project screening criteria adopted by the City is Low VMT Area Screening which identifies employment related land use projects that can be reasonably expected to generate VMT per worker that is similar to the existing land uses in the low VMT area. The San Gabriel Valley Council of Governments (SGVCOG) has developed an online VMT evaluation tool to assess whether a project is screened out from further VMT analysis using either the TPA screening criteria or the Low VMT Area screening criteria. The proposed Project was screened out using the Low VMT Area screening criteria as the Project will generate less than the City's average VMT using the Total VMT per Homebased Work metric (Appendix N). The Project therefore does not require any additional VMT analysis and impacts would be less than significant.

Discussion of Impacts

Would the project:

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

Less than Significant: Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Currently, the subject property is built out with one (1) industrial building totaling 75,000 square feet that is utilized for manufacturing/distribution uses. The proposed Project would replace the existing use with one (1) new industrial building totaling 213,500 square feet. Access to the building will be provided via one (1) forty-foot (40') wide driveway and one (1) twenty-six-foot (26') wide driveway off Railroad Street and one (1) thirty-foot (30') wide driveway off S. Lawson Street. Therefore, the Project accommodates truck and passenger vehicles entering and exiting the site.

Construction Related Impacts

Demolition and construction phases of the Project are expected to take approximately 12 months. The Project is not expected to have significant impacts to the circulation system around the Project site. Construction of the Project would generate additional temporary traffic on the existing area roadway network. These new vehicle trips would include construction workers traveling to the site as well as delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require oversize vehicles that may travel at slower speeds than existing traffic and, due to their size, may intrude into adjacent travel lanes. Additionally, the total number of vehicle trips associated with all construction-related traffic (including construction workers) would temporarily increase VMT traffic volumes traveling on local roadways and intersections.

Once materials are delivered to the site, all construction activities and staging of construction vehicles would occur on-site within the existing boundaries. Lane closures are not anticipated, and no off-site roadway improvements are required or proposed that would have the potential to interrupt area circulation or redirect traffic. As such, Project construction is not anticipated to substantially disrupt area traffic or cause a significant increase in daily traffic on area roadways or at local intersections, thereby adversely affecting existing conditions. Per standard construction procedures, the construction contractor would prepare and implement a traffic control plan to ensure that public safety and emergency access are maintained during the construction phase. Implementation of the traffic control plan would ensure that existing conditions are not adversely affected or substantially degraded by Project construction. Therefore, construction effects would have a less than significant impact.

Operation Related Impacts

Senate Bill (SB) 743 Consistency

The VMT Analysis for the Project was prepared by CNC Engineering using the SGVCOG

online VMT evaluation tool. The City has adopted VMT thresholds and VMT screening thresholds. One of the criteria for a project to be screened out from further VMT analysis is if the project is in a Low VMT Area. CNC Engineering utilized the San Gabriel Valley Council of Governments (SGVCOG) online evaluation tool for the proposed Project. The analysis concluded that the Project is located in a Low VMT Area, and therefore, the Project is screened out and no further VMT analysis is required. Therefore, the Project would have a less than significant impact and would not have significant conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Parking Requirements

Section 17.36.060.K of the City's Municipal Code provides that "[t]he number of parking spaces which shall be provided is based upon the square footage of the building which they are intended to serve and the use to which that building is to be put." The number of parking spaces provided for the Project shall be as follows:

Table 17-1 Parking Compliance

Building Floor Area (square feet)	Parking Stalls	Required Parking Stalls
		Building
0-25,000	1 space per 500 sq. ft. of floor area	50
25,000-100,000	50 spaces plus 1 space per 750 sq. ft. of floor area over 25,000 sq. ft.	100
Over 100,000	150 spaces per 1,000 sq. ft. of floor area over 100,000 sq. ft.	114
Total Spaces Required		264
Additional spaces provided		7
TOTAL SPACES PROVIDED		**271**

As illustrated above, the total building area of 213,500 square feet would require 264 parking stalls for the proposed industrial building. The Project includes 198 standard parking stalls, 11 compact stalls, 55 electrical vehicle (EV) stalls, and 7 accessible stalls for a total of 271 parking stalls. Thus, the proposed parking for the industrial building complies with the City's Municipal Code and operational related impacts would be less that significant.

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

No Impact: CEQA Guidelines Section 15064.3 subdivision (b) regards Vehicle Miles Traveled (VMT) and whether the land use project will generate vehicle miles traveled in excess of an applicable threshold of significance. On June 25, 2020, the City approved a resolution to adopt the VMT thresholds of significance for purposes of analyzing

transportation impacts under CEQA and notice of exemption regarding the same (City of Industry, 2020). As described above in section “a,” the Project parcels are located in a Low VMT Area and would therefore be screened out of preparing a full VMT analysis as per the resolution. The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). No impact would occur.

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

No Impact: The streets and intersections are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating activities at the Project site. The Project would not result in any major modifications to the existing access or circulation features. The Project circulation pattern is subject to City review and approval and thus, will conform with local, state, and federal regulations regarding circulation and traffic pattern design. The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. No impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact: The proposed Project would be compatible with the design and operation of the street network and would not result in any major modifications to the existing circulation features. Vehicular access to the proposed Project will be provided off Railroad Street via one (1) forty-foot (40’) wide driveway and one (1) twenty-six-foot (26’) wide driveway, and one (1) thirty-foot (30’) wide driveway off S. Lawson Street. Project access features are subject to and must satisfy City design requirements and would be subject to approval by the City. Additionally, the Los Angeles County Fire Department and Los Angeles Sanitation District will be consulted to ensure the necessary fire prevention and emergency response features are built into the project. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET

Findings of Fact: As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the Native American Heritage Commission (NAHC) for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. On September 7, 2023, the City sent out notification to three (3) tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The tribes included in the notification were the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians. The City received a request for consultation from the Gabrieleño Band

of Mission Indians – Kizh Nation and consultation was conducted on September 13, 2023. The Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures on September 12, 2023 which are incorporated into this IS/MND.

Discussion of Impacts

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), or

Less than Significant Impact: The Project site is currently built out with one (1) industrial building totaling 75,000 square feet that was formerly utilized for manufacturing. The proposed Project would replace the existing use with one (1) new industrial building totaling 213,500 square feet. According to the Resource Management Element of the General Plan, the Project site is not located within an area that contains historic resources. Furthermore, the Project site is not located on the Built Environment Resource Directory of resources listed in the Office of Historic Preservation's Inventory for Los Angeles County.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians by the Lead Agency on September 7, 2023. A request for consultation was received from the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) during the 30-day comment period. The Tribe provided historical documentation that showed the Project site had been located within the vicinity of traditional trade routes. However, no known Tribal Cultural Resources (TCRs) that are 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), have been identified or associated with the Project site.

Section 15064.5 of the CEQA Guidelines, and subdivision (c) of Public Resources Code section 5024.1, defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

ii) Is associated with the lives of persons important in our past.

iii) 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.

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is not listed or eligible for listing in the California Register of Historical Resources as it is a fully developed site and does not meet the criteria for listing of historical resources in the California Register, or in a local register of historical resources as set forth

above. The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 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). Therefore, Project impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated: The Project does not contain any known resources 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 described in Section (a) above. No historic resources on the Project site are listed in the City of Industry, Resource Management Element within the General Plan. The Project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Additionally, the Property has been built out and developed with industrial uses.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians by the Lead Agency on September 7, 2023. A request for consultation was received from the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) during the 30-day comment period. The Tribe provided historical documentation that showed tribal affiliation within the general vicinity of the Project site. Therefore, it is possible that TCRs exist at depth given the prehistoric occupation of the region and TCRs may be uncovered during grading activities. Therefore, the Tribe provided Mitigation Measures **TCR-1**, **TCR-2**, and **TCR-3** (as set forth below) that will be incorporated during Project construction.

Although, it is not anticipated that unknown TCRs exist on-site, Mitigation Measures **TCR-1, TCR-2,** and **TCR-3** are identified to ensure that a Native American Monitor is on-site prior to any “ground-disturbing activity.” In the event that unanticipated resources are encountered, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. Additionally, if Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. Therefore, Project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation:

XVIII. (b)

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities

A) The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe.

D) On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resources Objects (Non-Funery/Non-Ceremonial)

A) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funery or Ceremonial Objects

A) Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B) If Native American human remains and/or grave goods are discovered or recognized on the Project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.
E) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water or 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?	☐	☐	☒	☐

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code, Section 8.20.060
- Los Angeles County Sanitation Districts (LACSD), Wastewater (Sewage) Facilities, San Jose Creek Water Reclamation Plant
- 2020 Urban Water Management Plan Suburban Water Systems (UWMP). June 2021.
- 2022 California Gas Report. California Gas and Electric Utilities. 2022
- 2023 California Gas Report Supplement. California Gas and Electric Utilities, 2023
- Estimated Solid Waste Generation Rates. California Department of Resources Recycling and Recovery (CalRecycle). 2019a.
- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.
- Low Impact Development (LID) for Railroad Street Industrial Building. Thienes Engineering, Inc. January 14, 2024. (Appendix K)

Findings of Fact: The Project site is currently built-out with one (1) industrial building totaling 75,000 square feet that was formerly utilized for manufacturing uses. The proposed Project would replace the existing use with one (1) new industrial building totaling 213,500 square feet. The Project consists of minor infrastructure improvements such as water and sewer connections, road improvements along the Project frontage, and the installation of a new fire hydrant.

Domestic Water

The Project site is located in the service boundaries of Rowland Water District (Rowland). Rowland's water supply consists of purchased treated groundwater pumped from the Main San Gabriel Basin and Central Basin, imported surface water from Metropolitan Water District of Southern California (MWD), and recycled water. Rowland primarily obtains its water supply from MWD through Three Valleys. Imported potable water is treated either at MWD's Weymouth Treatment Plant or at Three Valleys' Miramar Water Treatment Plant. The potable water supplies are delivered to Rowland through three (3) imported water connections. In addition to imported water, Rowland's water supply consists of water pumped from the Puente Basin to use in its recycled water system which Rowland owns, operates, and maintains. Finally, Rowland purchases Main San Gabriel Basin groundwater produced by California Domestic Water Company. As a result of Rowland's diverse water supply, water supplies may be re-apportioned during a five (5) consecutive year drought to meet Rowland's water demands (UWMP, 2020).

Wastewater Treatment

The Project is designed to accommodate one (1) tenant with a wide variety of uses, including manufacturing, logistics, and warehouse/distribution. The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the District's sewage system to first obtain an industrial wastewater discharge permit. The LACSD provides wastewater treatment for much of Los Angeles County including the Project site. Wastewater from the Project site is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County, near the western boundary of the City of Industry. The SJCWRP serves a population of approximately 1,000,000 people. SJCWRP treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites (LACSD Wastewater).

Solid Waste

Assembly Bill (AB) 939, the Integrated Waste Management Act, requires that every California city divert 50 percent of its waste from landfills by the year 2000, and the City is meeting or exceeding these requirements. Under AB 939, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. The Project would be required to submit plans to the City for review and approval to ensure the plan would comply with AB 939. In addition, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling.

Electric Power

Southern California Edison (SCE) provides electricity to the site. Anticipated electric power uses include indoor lighting, office appliances, perimeter lighting, and security systems. All electrical uses associated with the Project would connect to the existing electric power system.

Natural Gas

Natural gas is provided to the Project site by Southern California Gas (SoCalGas) and would supply the proposed facility as well. Natural gas is often used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. SoCalGas's 2022 California Gas Report (CGR) projects the total system demand to decline at an annual rate of 1.5% between 2022 and 2035.

Discussion of Impacts

Would the project:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact:

Water Demand Impacts

The Project site is currently developed with one (1) industrial building totaling 75,000 square feet that was formerly utilized for manufacturing. The proposed Project would replace the existing use with one (1) new industrial building totaling 213,500 square feet. Water connection to the Project site will be provided via an existing Water Main on Railroad Street. Water demands from the proposed Project will be similar to other industrial land uses, including the former use on the Project site. Therefore, Project water demands will not result in the relocation or construction of new or expanded water facilities, a less than significant impact would occur.

Wastewater Treatment Impacts

The Los Angeles County Sanitation Districts provide wastewater treatment services to the City. Wastewater generated on the Project site would be transported to the San Jose Creek Water Reclamation Plan (SJCWRP) located in unincorporated Los Angeles County, near the western boundary of the City of Industry. SJCWRP is required to comply with treatment requirements specified in the NPDES permits issued by the Regional Water Quality Control Board (RWQCB). The Project would generate similar types and amounts of municipal wastewater that are currently generated throughout the City by other industrial land uses, including the former use on the Project site. The Project will implement a Low Impact Development (LID) Plan ensuring that the Project will not violate any water quality standards or waste discharge requirements (Appendix K). With the implementation of the Stormwater Quality Control Measures outlined in the LID Plan, the Project would not require a unique

wastewater treatment process or result in the relocation or construction of new or expanded wastewater treatment facility. A less than significant impact would occur.

Electric Power Impacts

Southern California Edison (SCE) provides electricity to the site. Electric power uses are anticipated to include indoor lighting, office appliances, perimeter lighting, and security systems. All electrical uses associated with the Project would connect to the existing electric power system. Further, all utility connections to the proposed Project would be required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant.

Natural Gas Impacts

Natural gas would be provided by Southern California Gas (SoCalGas). Natural gas would be used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. SoCalGas's 2022 California Gas Report (CGR) projects the total system demand to decline at an annual rate of 1.5% between 2022 and 2035. Since demand for natural gas is decreasing, Project development would not require SoCalGas to obtain new or expanded electricity or natural gas supplies and impacts would be less than significant.

Telecommunication Facilities Impacts

Various private services, including AT&T, Time Warner, and Frontier Communications, provide telecommunication services to the City, including the Project site. No changes to telecommunication facilities would occur. Therefore, Project development would not require the construction of new or expanded telecommunication facilities. Impacts would be less than significant, and no mitigation measures are necessary.

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

Less than Significant Impact: Rowland Water District provides potable and domestic water to the Project area. Rowland primarily receives its water from MWD through Three Valleys. According to the 2020 UWMP for Rowland Water District, Rowland has not experienced water supply constraints or deficiencies. Table 19-1 describes data from the UWMP which shows that Rowland's supply for base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands (UWMP, 2020).

Table 19-1 Multiple Dry Years Supply and Demand Comparison (acre-feet)

		2025	2030	2035	2040	2045
First Year	Supply Totals	12,468	12,581	12,693	12,798	12,902
	Demand Totals	12,468	12,581	12,693	12,798	12,902
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	12,945	13,062	13,179	13,288	13,397

	Demand Totals	12,945	13,062	13,179	13,288	13,397
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	13,289	13,409	13,529	13,641	13,752
	Demand Totals	13,289	13,409	13,529	13,641	13,752
	Difference	**0**	**0**	**0**	**0**	**0**
Fourth Year	Supply Totals	12,415	12,528	12,640	12,744	12,848
	Demand Totals	12,415	12,528	12,640	12,744	12,848
	Difference	**0**	**0**	**0**	**0**	**0**
Fifth Year	Supply Totals	11,241	11,343	11,445	11,539	11,633
	Demand Totals	11,241	11,343	11,445	11,539	11,633
	Difference	**0**	**0**	**0**	**0**	**0**

As illustrated in Table 19-1, the City's water demands can be met under multiple dry years. Future water supply will meet projected demand due to diversified supply and conservation measures. Rowland Water District has sufficient water resources available to supply water service to the property. Therefore, impacts associated with water supply availability would be less than significant.

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

Less than Significant Impact: The Los Angeles County Sanitation Districts provides wastewater treatment services to the Project site. Wastewater generated on the Project site would be transported to the San Jose Creek Water Reclamation Plant (SJCWRP) located in unincorporated Los Angeles County. SJCWRP has a design capacity of 100 million gallons of wastewater per day (MGD). SJCWRP serves a population of approximately 1,000,000, and approximately 48 MGD of the reclaimed water is reused at over 170 different reuse sites. The Project would pay applicable sewer connection and service fees, providing funds available for the LACSD wastewater system expansion and maintenance, acting to offset the Project's incremental demands for wastewater collection and treatment services. Given that the Project proposes a land use that is permitted within the Industrial (M) zone and the Employment land use designation, wastewater from the proposed Project is not anticipated to exceed the capacity of the wastewater treatment provider, even when considering existing and cumulative demand. Impacts are expected to be less than significant.

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

Less than Significant Impact: Locally generated solid waste is deposited into three (3) LACSD solid waste facilities located within the City: the Puente Hills Landfill, the Puente Hills Material Recovery Facility (MRF), and the Puente Hills Intermodal Facility (PHIMF). The proposed Project would minutely increase the volume of solid waste generated in the City. Solid waste is collected in the City through a franchise agreement (Section 8.20.060

of the City's Code). Valley Vista Services is the City's contracted franchise hauler to support commercial and industrial businesses with meeting the State's recycling requirements. The Project would comply with the Integrated Waste Management Ordinance (Section 8.20) adopted by the City. The Applicant is proposing to construct one (1) new industrial building totaling 213,500 square feet. Industrial waste, defined in Section 17225.35 of Title 14 of the California Code of Regulations, is not subject to the requirements of the AB 341 regulation (CalRecycle, 2019b). Based on the CalRecycle Industrial Section Generation Rates chart, the Project would generate approximately 12,948 pounds of solid waste per day.

Table 19-2 Estimated Solid Waste Generation

Waste Generation Source	Square Feet	Generation Rate, pounds per day	
		Per square foot	Total
Industrial	206,500	.0625 pounds	12,906 (lbs/day)
Office	7,000	0.006 pounds	42 (lbs/day)
Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)			

The Project would consist of one (1) building which will include 206,500 square feet for warehouse and distribution space with the remaining 7,000 square feet for office space. Commercial solid waste generated at an industrial facility or site, for example paper, plastic, metals, cardboard, etc., could be subject to the requirements of the regulation provided the facility/site generates four or more cubic yards of commercial solid waste per week. The Project would participate in the City's commercial recycling and waste reduction program to comply with AB 939, AB 341 and AB 1826.

The industrial uses proposed by the Project, and solid waste generated by those uses, would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to 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 is less than significant.

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

Less than Significant Impact: The Project would be implemented and operated in compliance with applicable City General Plan Goals and Policies, and would conform with City Zoning regulations—specifically, the Project would comply with local, state, and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams. As described in section (d) above, the Project would comply with the California Integrated Waste Management Act of 1989 (AB 939) and AB 341 as implemented by the City. The proposed Project is required to comply with applicable federal, state, County, and City statues and regulations related to solid waste as a standard project condition of approval. Therefore, a less than significant impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map
- Low Impact Development (LID) for Railroad Street Industrial Building 17969 Railroad Street, City of Industry, CA 91748 APNs: 8264-009-022 and 8264-009-023. Thienes Engineering, Inc. January 24, 2024.(Appendix K)

Findings of Fact: According to the City's General Plan, the Project site is not located in a fire hazard severity zone. However, fires can occur in urban environments. Additionally, facilities which contain flammable materials can pose a greater potential for fire risk due to their flammable nature. The Los Angeles County Fire Department (LACFD) provides fire protection services to the City of Industry and maintains a comprehensive inspection program that reduces the potential for accidents. Additionally, the California Fire Code contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. These standards will be required as applicable when constructing the new facility at the Project site.

Wildland fire protection in California is the responsibility of either the state, local government, or the federal government. The State of California has the primary financial responsibility for the prevention and suppression of wildland fires within State Responsibility Areas (SRA). The SRA forms one large area over 31 million acres to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local Responsibility Areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRA. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The Project site is located within an LRA, and the LACFD currently provides fire protection and emergency medical services to the City.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High Fire Hazard Severity Zone (VHFHSZ) in an LRA. The Project site is not located in an SRA or classified as a VHFSZ, as identified in the CAL FIRE FHSZ Map. The nearest FHSZ is located approximately 0.7 miles southwest of the Project site and the nearest VHFHSZ is located approximately 0.92 miles southwest of the Project site, south of SR-60.

Discussion of Impacts

If located in or near a State Responsibility Areas (“SRA”), lands classified as very high fire hazard severity zones, would the project:

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

No Impact: Wildland fire protection in California is the responsibility of the state, local government, or the federal government. The Project site is not located in an SRA or classified as a VHFSZ within an LRA, as identified in the CAL FIRE FHSZ Map. The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. The proposed Project will not block access to the Project site or to surrounding properties and will not impede the evacuation program. Notification of emergency personnel of impending blockages, detour signs, and a construction plan for traffic would ensure that there would be no impact in the case of emergency evacuation. Furthermore, Project development would not interfere with implementation of the OAERP, and no impact would occur.

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

Less than Significant Impact: The Project site is located in a relatively flat area, and there are no steep slopes immediately adjacent to the site where high winds can exacerbate wildfire risks. The Project site and surrounding area are characterized by features typical of an urban landscape. Wind patterns across the region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night.

Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

The nearest open space and urban interface classified as Very High Fire Hazard Severity Zone is located approximately 0.92 miles southwest of the site, and no wildlands exist within the immediate vicinity of the site. Development of the proposed Project would not result in the exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds, and impacts would be less than significant.

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?

Less than Significant Impact: The proposed Project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Project will be constructed entirely on the previously developed site and will consist of road improvements, installation of storm water systems, and landscaping. The proposed Project will comply with federal, state, and local regulations relating to safety, and Project impacts would be less than significant.

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

Less than Significant Impact: The topography of the Project site is relatively flat with soils that are not susceptible to landslides. The Project site is already developed with an existing industrial structure and the proposed building replacement and ancillary improvements would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Runoff from the proposed development will be captured via the on-site storm drain system through catch basins and will ultimately connect with the existing stormwater system in the northwest corner of the site. Project implementation will not alter the existing drainage patterns because the proposed drainage pattern for the site has been structured to match existing drainage patterns (Appendix K). Therefore, Project impacts would be less than significant.

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

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare. The Project site is located within a developed area that contains light industrial uses and commercial uses. The proposed Project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species. As described in Section IV. Biological Resources, adverse impacts to biological resources would be less than significant with the implementation of pre-construction nesting bird surveys as implemented by Mitigation Measure **BIO-1**.

As described in Section V. Cultural Resources and XVIII. Tribal Cultural Resources, adverse

impacts to historical resources would be less than significant. Construction-phase procedures would be implemented if any cultural, archaeological, or paleontological resources are discovered during grading, consistent with Mitigation Measures **CUL-1** and **TCR-1** through **TCR-3.**

Furthermore, the analysis provided in Section III. Air Quality and VIII. Greenhouse Gas emissions concludes that impacts related to emissions of criteria pollutants, climate change, and other air quality impacts would be less than significant.

Based on the preceding analysis of potential impacts in the responses to Sections I through XX, no evidence is presented that the proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment, biological resources, and cultural resources would be 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)?

Less than Significant Impact: Cumulative impacts can result from the interactions of environmental changes resulting from one proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public systems, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long-term, due to the permanent land use changes and operational characteristics involved with the proposed Project.

Implementation of the Project, in conjunction with other approved or pending projects in the region, would not result in cumulatively considerable impacts. Where appropriate, the environmental checklist questions above include discussion regarding cumulative impacts of the Project when developed in conjunction with related projects. As concluded throughout the analysis, the proposed Project would include both operation- and construction-related project components whose adherence to applicable regulations would ensure that the Project's incremental contribution would be less than cumulatively considerable. Further, the Project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, cumulatively considerable impacts would be considered less than significant.

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

Less than Significant Impact: Based on the analysis of the Project's impacts in the responses to Sections I through XX, there is no indication that this Project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction, these would be less than significant. There are no long-term effects related to traffic, noise, hazardous materials, emissions of criteria pollutants and greenhouse gas emissions, increased demand for water use, wastewater disposal, and electricity use, or increased demand on emergency response services. Environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, direct and indirect impacts to human beings would be less than significant.

CHAPTER FOUR – MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. *Table 22-1: Mitigation Monitoring and Reporting Program* outlines the potential impacts and mitigation measures of the proposed Project and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the Project development.

Table 22-1 Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Biological Resources				
IV. Biological Resources	**BIO-1: Pre-Construction Nesting Bird Survey** If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project Site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the California Fish and Game Code (CFGC), the nesting bird survey shall occur no earlier than 10 days prior to the commencement of construction.	Applicant and City of Industry	Prior to construction activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).			
Cultural Resources				
V. Cultural Resources	**CUL-1: Inadvertent Finds** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states 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. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive	City of Industry and Applicant	During ground disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	analysis of human remains and items associated with Native American burials.			
Geology and Soils				
VII. Geology and Soils	**GEO-1: Grading** The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated June 13, 2023 (Appendix I). The recommendations are presented in Section 6.0 Conclusions and Recommendations of the report under the following subheadings: Seismic Design Considerations, Geotechnical Design Considerations, Site Grading Recommendations, Construction Considerations, Foundation Design and construction, Floor Slab Design and Construction, Retaining Wall Design and construction and Pavement Design Parameters (pages 10-29).	City of Industry and Applicant	Prior to issuance of grading permits	Less than Significant
VII. Geology and Soils	**GEO-2: Inadvertent Paleontological Discovery** In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	City of Industry	During ground disturbing activities	Less that Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Hazards and Hazardous Materials				
IX. Hazards & Hazardous Materials	**HAZ-1 Phase I ESA, Phase II ESA and Asbestos Survey Report Recommendations** The Project Applicant shall incorporate applicable recommendations provided in the Phase I Environmental Site Assessment prepared by Hazard Management Consulting, dated June 19, 2023 (Appendix C), the Phase II Environmental Site Assessment prepared by Hazard Management Consulting, dated June 29, 2023 (Appendix D), and the Asbestos Survey Report prepared by Hazard Management Consulting dated July 25, 2023, revised November 5, 2023 (Appendix G). The recommendations are identified as follows: • Phase I Environmental Site Assessment prepared by Hazard Management Consulting, dated June 19, 2023 (Appendix C): Recommendations are listed under Section 13 “Recommendations” on page 20 of the report. • Phase II Environmental Site Assessment prepared by Hazard Management Consulting, dated June 29, 2023 (Appendix D): Recommendations are listed under the heading “Recommendations” on pages 8-9 of the report. • Asbestos Survey Report prepared by Hazard Management Consulting dated July 25, 2023, revised November 5, 2023 (Appendix G): Recommendations are listed under Section 7.0	Applicant and City of Industry	Prior to issuance of grading permits	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	under the heading "Recommendations" on page 5 of the report.			
IX. Hazards & Hazardous Materials	**HAZ-2 Demolition-Level Investigation** The Project Applicant shall perform a demolition-level investigation prior to any demolition activities as required by SCAQMD Rule 1403 for demolition asbestos abatement (Appendix H).	Applicant and City of Industry	Prior to issuance of grading permits	Less than Significant
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	**TCR-1: Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities** A) The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any	Applicant and City of Industry	If archaeological/ cultural resources objects are encountered during ground-disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. C) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe. D) On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
XVIII. Tribal Cultural Resources	**TCR-2: Unanticipated Discovery of Tribal Cultural Resources Objects (Non-Funery/Non-Ceremonial)** A) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	Applicant and City of Industry	If archaeological/ cultural resources objects are encountered during ground-disturbing activities	Less than Significant
XVIII. Tribal Cultural Resources	**TCR-3: Unanticipated Discovery of Human Remains and Associated Funery or Ceremonial Objects** A) Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B) If Native American human remains and/or grave goods are discovered or recognized on the Project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.	Applicant and City of Industry	If archaeological/ cultural resources objects are encountered during ground-disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	C) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance. E) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			

CHAPTER FIVE– REFERENCES AND PREPARERS

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5.2 List of Preparers

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APPENDIX A
17969 Railroad Street Site Plan

APPENDIX B
17969 Railroad Street Air Quality and Greenhouse Gas Assessment

APPENDIX C
Phase I Environmental Site Assessment 17969 Railroad Street, City of Industry, California

APPENDIX D
Phase II Environmental Site Assessment 17969 Railroad Street, City of Industry, California

APPENDIX E
US EPA Letter for 17969 Railroad Street (June 6, 2023)

APPENDIX F
Los Angeles Regional Water Quality Control Board
No Further Action Letter 17969 Railroad Street

APPENDIX G
Asbestos Survey Report 17969 Railroad Street

APPENDIX H
Response to Asbestos Report Peer Review 17969 Railroad Street

APPENDIX I
Geotechnical Investigation 17969 Railroad Street

APPENDIX J
Geotechnical Investigation Peer Review 17969 Railroad Street

APPENDIX K
Low Impact Development Plan 17969 Railroad Street

APPENDIX L
Noise and Vibration Assessment 17969 Railroad Street

APPENDIX M
Trip Generation Assessment 17969 Railroad Street

APPENDIX N
Vehicle Miles Traveled (VMT) Memorandum
17969 Railroad Street