CIRCULATION DRAFT

Draft Initial Study and Mitigated Negative Declaration

Proctor Avenue Development – Rexford Industrial

14940 Proctor Avenue
City of Industry

Lead Agency:

City of Industry
15625 Mayor Dave Way
City of Industry, CA 91744
(626) 333-2211

Prepared By:

CASC Engineering and Consulting, Inc.
1470 E. Cooley Dr.
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July 30, 2024

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APPENDICIES

APPENDIX A Proctor Avenue Development 14940 Proctor Avenue Site Plan. Rexford Industrial. May 28, 2023

APPENDIX B Air Quality, Greenhouse Gas, and Energy Technical Report 14940 Proctor Avenue, Dudek, September 2023.

APPENDIX C Built Environment Inventory and Evaluation Report 14940 Proctor Avenue Project, City of Industry, California, Dudek, July 2023.

APPENDIX D Archaeological Resources Assessment for the 1940 Proctor Avenue Warehouse Project PUBLIC, City of Industry, Los Angeles County, California, Dudek, April 25, 2023.

APPENDIX E Paleontological Resources Inventory Report for the 14940 Proctor Avenue Warehouse Project, City of Industry, Los Angeles County, California April 27, 2023.

APPENDIX F Phase I Environmental Site Assessment Report 14940 East Proctor Avenue and 342 South 9th Avenue, Partner Engineering and Science, Inc. September 24, 2021.

APPENDIX G Response to Comments – Peer Review of Existing Environmental Reports 14940 Proctor Avenue, Partner Engineering and Science, Inc. November 2, 2023.

APPENDIX H Hazardous Materials Survey Report 14940 East Proctor Avenue. Partner Engineering and Science, Inc. April 29, 2024.

APPENDIX I Geotechnical Exploration Report Proposed Industrial Building 14940 Proctor Avenue, City of Industry, California, Leighton Consulting, Inc. December 6, 2021.

APPENDIX J Response to Review Comments Proposed Industrial Building 14940 Proctor Avenue. Leighton Consulting, Inc. July 14, 2023

APPENDIX K Drainage and LID Report for 14940 Proctor Avenue, Industry, County of Los Angeles, California, Encompass Consultant Group. December 1, 2023.

APPENDIX L Peer Review of Revised LID Plan for 14940 Proctor Avenue. Casc Engineering and Consulting, Inc. January 11, 2024.

APPENDIX M 14940 Proctor Avenue Warehouse Project Noise and Vibration Technical Memorandum, Dudek, August 15, 2023.

APPENDIX N Vehicle Miles of Travel (VMT) Assessment for 14940 Proctor Ave. for Development Plan No. 23-01, CNC Engineering, March 23, 2023

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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 Proctor Avenue Development located at 14940 Proctor Avenue in the City of Industry, California. This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Proctor Avenue Development.

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, Greenhouse Gas, and Energy Technical Report (Appendix B)
- Built Environmental Inventory and Evaluation Report (Appendix C)
- Archaeological Resources Assessment PUBLIC (Appendix D)
- Paleontological Resources Memorandum (Appendix E)
- Phase I ESA (Appendix F)
- Phase I ESA Peer Review and Soil Assessment (Appendix G)
- Hazardous Materials Building Survey (Appendix H)
- Geotechnical Report (Appendix J)
- Drainage and LID Report (Appendix L)
- Noise and Vibration Technical Memorandum (Appendix N)
- Vehicle Miles Travel Assessment (Appendix O)

CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. Project Title:
Proctor Avenue Development – Rexford Industrial

2. Lead Agency Name and Address:
City of Industry
15625 Mayor Dave Way
City of Industry, CA 91744

3. Contact Person and Phone Number:
Eduardo Manriquez, Contract Associate Planner
(626) 333-2211 ext. 144
emanriquez@cityofindustry.org

4. Project Location:
14940 Proctor Avenue
City of Industry, CA 91746

5. Project Applicant's Name and Address:
Rexford Industrial
11620 Wilshire Boulevard, 10th Floor
Los Angeles, California 90025

6. General Plan Designation:
Employment

7. Zoning Designation:
Industrial (M)

8. Project Description:

Rexford Industrial – 14940 Proctor, LLC ("Applicant") submitted to the City of Industry ("City") a Development Plan ("DP") for the construction of the proposed Proctor Avenue Development on approximately 7.59 acres of non-vacant land located at 14940 Proctor Avenue in the City. Refer to *Figure 2-1 Regional Vicinity*. The Project area consists of two (2) parcels: Accessor's Parcel Numbers (APNs) 8208-002-049 and 8208-002-043. 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 northwestern portion of the City and is surrounded by warehouse and manufacturing/distribution uses in the City, as well as industrial and manufacturing/distribution uses in Avocado Heights (unincorporated Los Angeles County) to the north. The site is bordered by Proctor Avenue to the northeast, South 9th Avenue to the

southeast, existing industrial and manufacturing/distribution uses to the southwest, and an existing warehouse to the northwest.

The Applicant proposes to construct a new 165,537 square-foot tilt-up concrete warehouse building. The project site currently consists of an existing 90,828 square-foot building utilized for manufacturing purposes. The existing building will be demolished as a part of this Project. In addition to the proposed demolition and the construction of the new industrial building, site improvements include landscaped areas, passenger vehicle parking spaces, and bicycle racks. Demolition of the existing building, and construction of the new warehouse and related improvements are collectively referred to herein as the "Project".

The proposed building consists of 9,600 square feet for office space on the first floor, 9,600 square feet for office space on the second floor, and 146,337 square feet for warehouse space totaling 165,537 square feet. Refer to *Figure 2-6 Site Plan, Figure 2-7 Overall Floor Plan, Figure 2-8 Exterior Elevations* and Appendix A. Up to 50 percent of the warehouse space totaling 73,169 square feet may be utilized for cold storage. The Project is accessible via one (1) twenty-eight-foot (28') wide driveway and one (1) thirty-foot (30') wide driveway off Proctor Avenue, and one (1) forty-foot (40') wide driveway off South 9th Avenue. The driveways along Proctor Avenue provide passenger car and fire access to the parking lots, and the truck driveway along South 9th provides access to the truck court. Section 17.36.060.K. of the City's Municipal Code ("Code") specifies 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." Based on the total building area of 165,537 square feet, the Project requires 216 parking stalls. The Project provides a total of 216 parking stalls, including 165 standard stalls, 7 accessible stalls, 11 electric vehicle (EV) parking stalls, and 33 EV-ready parking stalls. Thus, the proposed parking for the Project complies with the City's Municipal Code. The Project also includes ten on-site bicycle racks. Pursuant to Section 17.36.060.Q. of the City's Code, 12 percent of the subject parcel must be landscaped, which is 39,756 square feet for the Project site. The Project includes 39,792 square feet of total landscaped area (12.01% of property), and therefore complies with the City's Municipal Code.

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: 8208-002-049, -043). Immediate surroundings are zoned as Industrial (M) in the City, and Light Manufacturing (M-1-BE-IP) in the Community of Avocado Heights in Unincorporated Los Angeles County. Land uses surrounding the Project site are described below:

North: Warehouse and industrial uses are located northwest of the Project site within the City. Northeast of the Project site lies within the community of Avocado Heights in Unincorporated Los Angeles County and includes commercial, warehouse and distribution uses.

East: The Project site is bounded by Proctor Avenue to the east followed by the community of Avocado Heights in Unincorporated Los Angeles County. Land uses east of the Project site include warehouse, distribution, and commercial establishments.

South: South of the Project site lies within the City and consists of warehouse and distribution uses.

West: West of the Project site lies within the City and consists of warehouse and distribution uses.

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

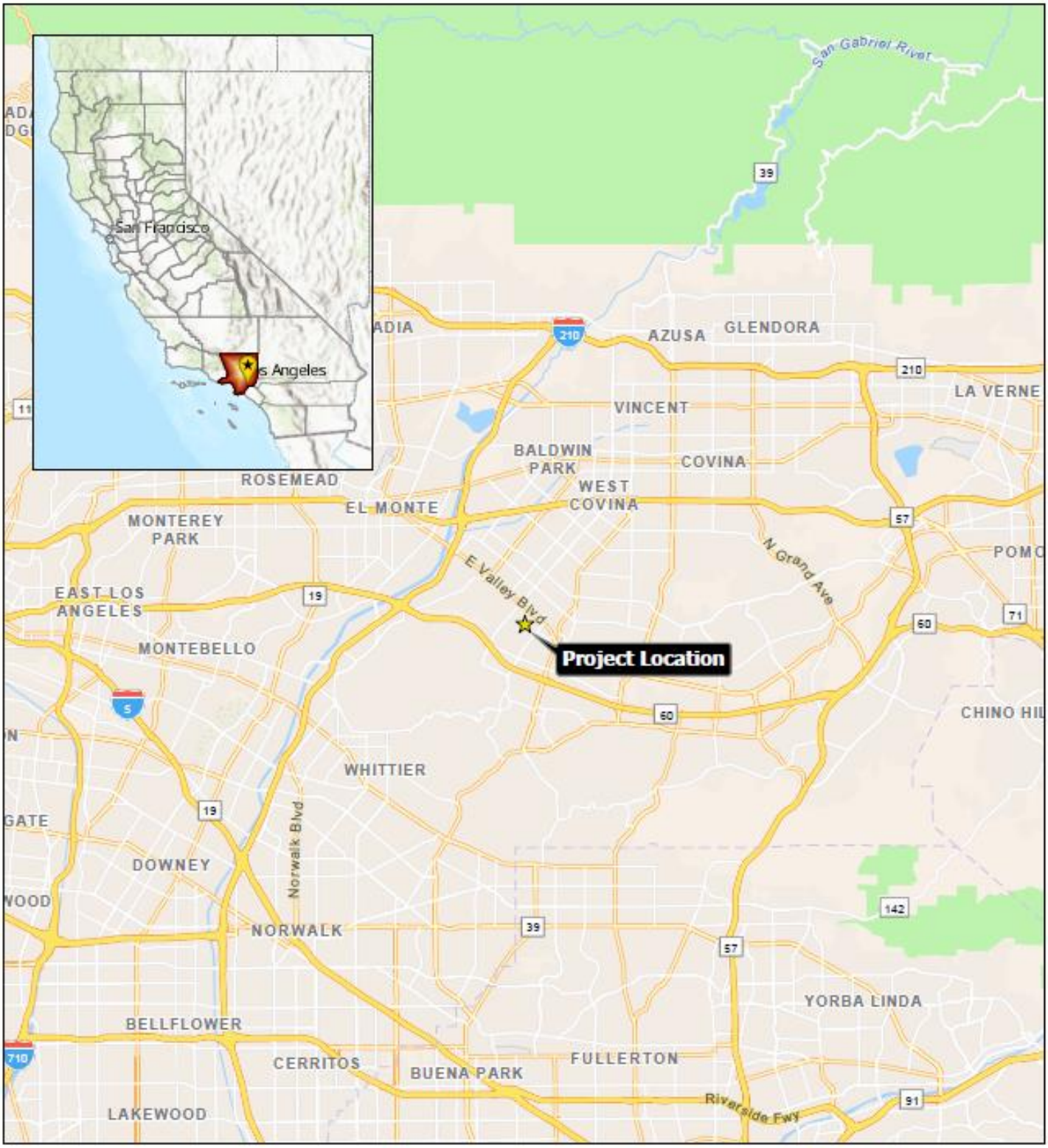
11. California Native American Tribes:

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, Lead Agency, commenced the AB 52 process by transmitting letters of notification on June 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 June 21, 2023. The Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures on July 3, 2023. The mitigation measures are incorporated in *Section XVIII. Tribal Cultural Resources* of this Initial Study/Mitigated Negative Declaration (IS/MND). Thus, the City 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

Proctor Avenue Development

14940 Proctor Avenue
City of Industry, County of Los Angeles

APN: 8208-002-043; -049

Esri, Garmin, FAO, NOAA, USGS, EPA, Esri, USGS, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

CASC Engineering and Consulting

N

0 125 250 500 US Feet

Figure 2-2: Project Boundary

Proctor Avenue Development

14940 Proctor Avenue
City of Industry, County of Los Angeles

APN: 8208-002-043; -049

Maxar, Microsoft, Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

CASC Engineering and Consulting

N

0 90 180 360
US Feet

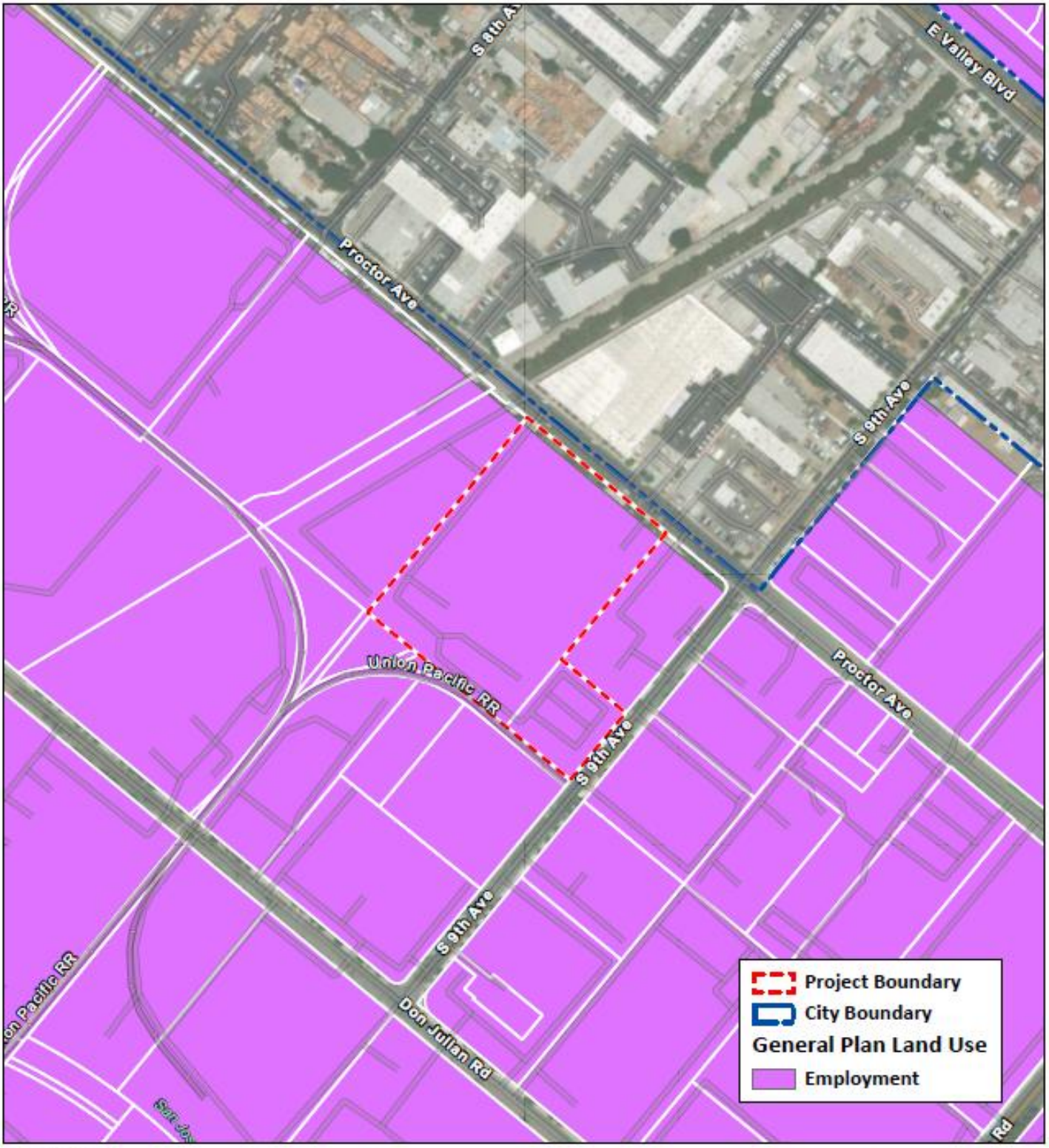
Figure 2-3: Assessor's Parcel Number

Proctor Avenue Development

14940 Proctor Avenue
City of Industry, County of Los Angeles

APN: 8208-002-043; -049

Maxar, Microsoft, Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



CASC Engineering and Consulting

N

0 250 500 1,000

US Feet

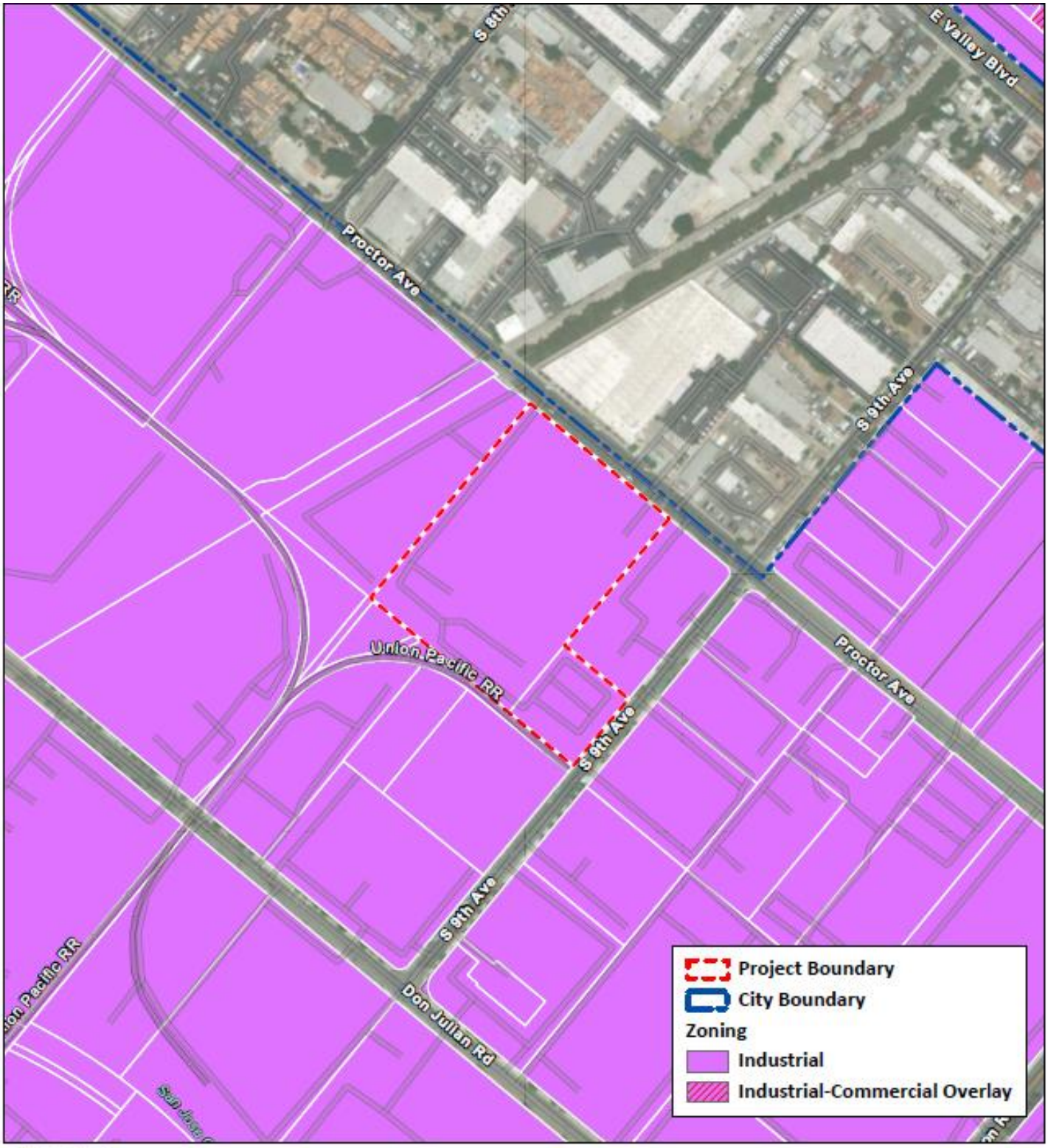
Figure 2-4: General Plan Land Use

Proctor Avenue Development

14940 Proctor Avenue
City of Industry, County of Los Angeles

APN: 8208-002-043; -049

Maxar, Microsoft, Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



CASC Engineering and Consulting

N

0 250 500 1,000

US Feet

Figure 2-5: Zoning

Proctor Avenue Development

14940 Proctor Avenue
City of Industry, County of Los Angeles

Maxar, Microsoft, Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

APN: 8208-002-043; -049

Figure 2-6: Site Plan

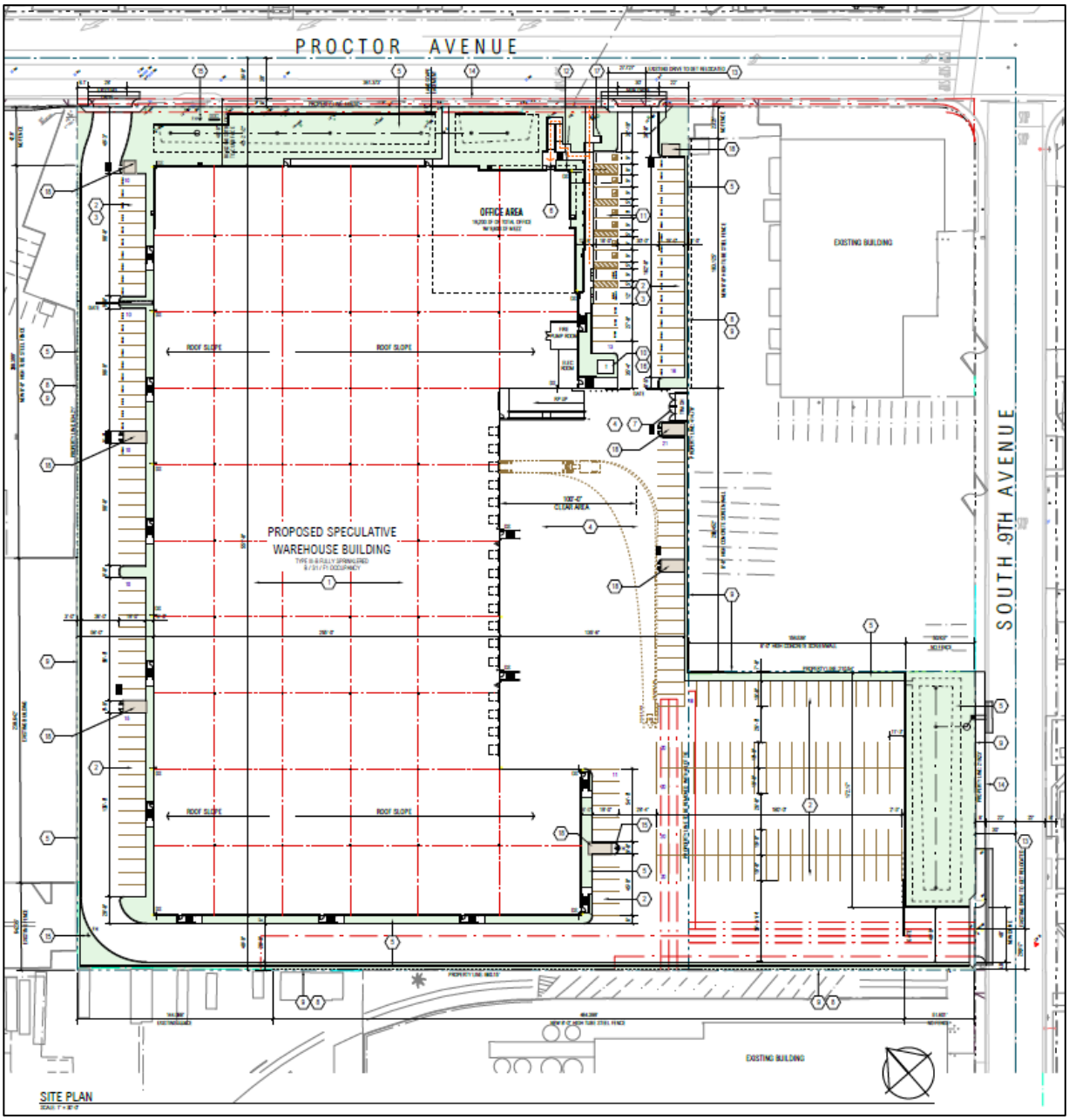


Figure 2-7: Overall Floor Plan

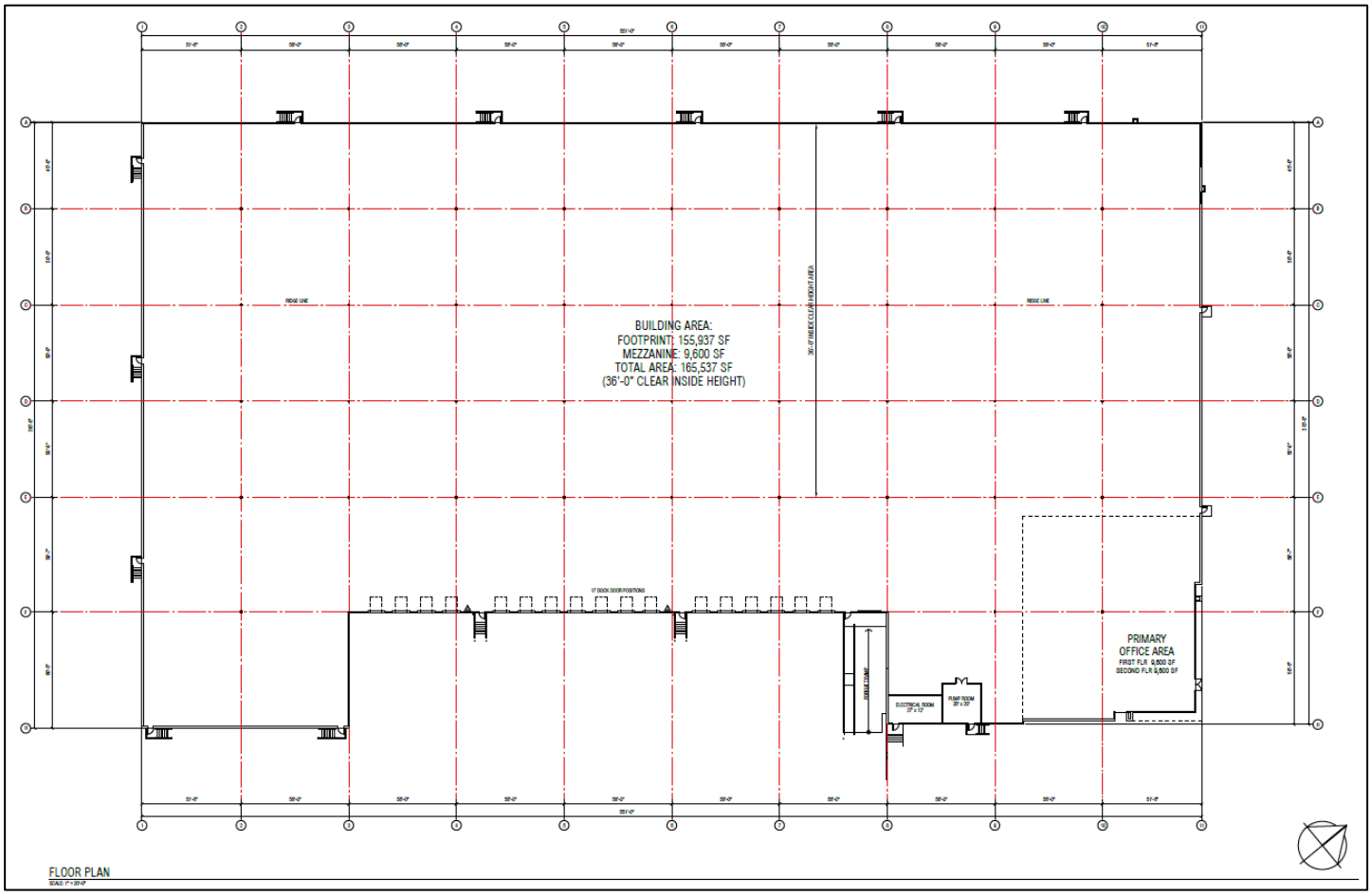


Figure 2-8: Exterior Elevations

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.

_____ _____

Eduardo Manriquez Date
Contract Associate Planner

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)
- City of Industry Municipal Code
- 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 northwest portion of the City, in the County of Los Angeles. The Project site has a land use designation of Employment, is zoned as Industrial (M), and consists of two (2) parcels (APNs: 8208-002-043, -049). The Project site is currently developed and consists of one (1) building totaling 90,828 square feet that is used for manufacturing purposes. Uses surrounding the Project site include light industrial buildings to the north, south, west, and east. The nearest State-designated scenic highway is a portion of State Route 91 (SR-91) located approximately 15 miles southeast of the Project site. The nearest historic building is the Homestead Museum

which is located approximately 0.62 miles southeast 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 165,537 square feet with building heights ranging from 40.5 to 43.5 feet tall. Pursuant to Section 17.56.010 of the City's Code, a maximum building height of 150 feet is permitted. In addition to the proposed demolition and construction of the new industrial building, site improvements include landscaped areas, passenger vehicle parking spaces, and bicycle racks. 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 light industrial uses. The site is currently developed with one (1) building approximately 90,828 square feet that is used for manufacturing purposes. The Applicant proposes to demolish the existing building onsite and construct one (1) industrial building totaling 165,537 square feet for the intended uses of manufacturing purposes. The proposed tilt-up concrete warehouse building will include 9,600 square feet for office space on the first floor, 9,600 square feet for office space on the second floor, and 146,337 square feet for warehouse space which is 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 Project site is not located within the vicinity of a state scenic highway. The nearest State-designated scenic highway is a portion of SR-91 located approximately 15 miles southeast of the Project site. The Project site is fully developed and consists of a small portion of landscaping along the Property frontage on Proctor Avenue. Furthermore, the City's historic building, the Homestead Museum, lies outside of the Project vicinity approximately 0.62 miles southeast, 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?

No Impact: The Project site is located within an urbanized area and is currently developed with one (1) 90,828 square foot industrial building. The proposed Project is consistent with the current General Plan Land Use designation of Employment and the Industrial (M) zoning designation of the site. The proposed building will be constructed of concrete tilt-up walls and will remain consistent with the visual character of the existing building onsite, as well as the surrounding industrial uses within the Project vicinity. The proposed building will range in height from 40.5 to 43.5 feet tall, which conforms with the City's (M) zoning regulations that permit heights up to 150 feet. Finally, 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 not occur.

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 has previously been developed with an industrial building and has existing light sources that include lighting around the buildings and parking areas. 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)
- Industry Municipal Code
- 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 northwest portion of the City near the City of La Puente, and the communities of Avocado Heights and Hacienda Heights 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)
- Industry Municipal Code
- Los Angeles County GIS-NET
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). adopted December 2, 2022.
- Air Quality, Greenhouse Gas, and Energy Technical Report 14940 Proctor Avenue Warehouse Project. Dudek, September 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 has produced look-up tables for projects less than or equal to five acres in size which are utilized in determining localized impacts. Since the Project site is greater than 5 acres, the maximum number of acres disturbed on the peak day was estimated using the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds which provides estimated acres per 8-hour day for crawler tractors, graders, rubber-tired dozers, and scrapers. Based on the SCAQMD guidance, it was estimated that the maximum acres on the Project site that would be disturbed by offroad equipment would be 2 acres per day. Therefore the 2-acre LST look up values can be used to determine localized significance. Any other construction phases of development would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As such, Table 3-2 presents thresholds for localized construction and operational emissions (Appendix B).

Table 3-2 Maximum Daily Localized Emissions Thresholds

Source	Emissions (lbs/day)			
	CO	NO_2	PM_{10}	$PM_{2.5}$
Construction	1,031	121	49.4	16.8
Operation	1,031	121	12	4

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 Localized Significant Threshold (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.

Findings of Fact: The General Plan land use designation of the site is Employment. The Employment land use designation allows for a variety of business and employment uses including distribution, warehousing, storage, and supporting office uses, and therefore the Project is consistent with the City's General Plan. The City's General Plan provides consistency with the SCAQMD Air Quality Management Plan (AQMP). Build out from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

An Air Quality, Greenhouse Gas, and Energy Technical Report was prepared by Dudek in September 2023 (Appendix B) to evaluate the Project. The California Emissions Estimator Model (CalEEMod) v2022.1.1.13 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, Greenhouse Gas and Energy Report (Appendix B), 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 the 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, Greenhouse Gas, and Energy Report prepared by Dudek (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, NOX, SOX, CO, PM10, and PM2.5. Construction is scheduled to occur from 2023 to 2025 and last approximately 14 months. The construction schedule analyzed in the Air Quality, Greenhouse Gas and Energy Report, dated September 2023, 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 (Appendix B). 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

Source	Emissions (pounds/day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer						
2023	-	-	-	-	-	-
2024	1.21	12.8	23.0	0.03	1.37	0.48
2025	-	-	-	-	-	-
Winter						
2023	2.72	35.0	36.1	0.11	9.93	4.11
2024	1.27	28.9	29.5	0.12	8.04	4.11
2025	39.6	8.79	13.6	0.02	0.43	0.23
Maximum Daily Emissions	**39.6**	**35.0**	**36.1**	**0.12**	**9.93**	**4.11**
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Table 3-4 Project Localized Construction Impacts

Source	Maximum Onsite Emissions (pounds/day)			
	NO_2	CO	PM_{10}	$PM_{2.5}$
Summer				

2023	-	-	-	-
2024	11.8	18.0	0.21	0.19
2025	-	-	-	-
Winter				
2023	27.9	33.1	8.00	4.04
2024	14.8	28.5	7.77	4.04
2025	8.61	12.8	0.19	0.17
Maximum	**9.49**	**7.45**	**0.34**	**0.32**
SCAQMD LST	121	1,031	12	4
LST 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 with a net analysis that takes the existing land use emissions of approximately 91,000 square feet of manufacturing space into account. 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	SO_x	PM_{10}	$PM_{2.5}$
Proposed Project						
Summer						
Mobile	0.80	11.7	12.4	0.12	2.65	0.70
Area	3.98	-	-	-	-	-
Energy	0.05	0.99	0.83	0.01	0.07	0.07
Stationary	1.64	7.34	4.18	0.01	0.24	0.24
TRUs	<0.01	<0.01	<0.01	0.00	<0.01	<0.01
Total Daily Summer Emissions	6.47	20.0	17.4	0.13	2.97	1.01
Winter						

Mobile	0.78	12.2	11.5	0.12	2.65	0.70
Area	3.98	-	-	-	-	-
Energy	0.05	0.99	0.83	0.01	0.07	0.07
Stationary	1.64	7.34	4.18	0.01	0.24	0.24
TRUs	<0.01	<0.01	<0.01	0.00	<0.01	<0.01
Total Daily Winter Emissions	6.46	20.5	16.5	0.13	2.97	1.01
Maximum Daily Emissions	**6.47**	**20.5**	**17.4**	**0.13**	**2.97**	**1.01**
Existing Use						
Summer						
Mobile	1.21	6.10	17.3	0.08	2.10	0.48
Area	2.19	-	-	-	-	-
Energy	0.06	1.04	0.88	0.01	0.08	0.08
Total Daily Summer Emissions	3.46	7.14	18.1	0.08	2.18	0.56
Winter						
Mobile	1.20	6.43	15.4	0.08	2.10	0.48
Area	2.19	-	-	-	-	-
Energy	0.06	1.04	0.88	0.01	0.08	0.08
Total Daily Winter Emissions	3.45	7.48	16.3	0.08	2.18	0.56
Maximum Daily Emissions	**3.46**	**7.48**	**18.1**	**0.08**	**2.18**	**0.56**
Net Totals						
Net Total Emissions	**3.01**	**13.02**	**-0.7**	**0.05**	**0.79**	**0.45**
SCAQMD 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)			
	NO_2	CO	PM_{10}	$PM_{2.5}$
Summer	9.43	7.17	0.34	0.32
Winter	9.49	7.45	0.34	0.32
Maximum	**9.49**	**7.45**	**0.34**	**0.32**
SCAQMD	121	1,031	12	4
LST 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 locations where sensitive receptors reside and gather are considered sensitive receptor locations and can include residences and places of work. The nearest sensitive receptors to the Project are existing single-family residences located approximately 460 feet northeast of the Project site's northeastern boundary; the nearest commercial receptor is a trucking lot and warehouse directly bordering the Project site to the east. Additional sensitive receptors include a mobile home park approximately 950 feet northeast of the Project site's northeastern boundary. These existing sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of the Project.

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.

As shown in Table 3-4, proposed construction activities would generate emissions less than the SCAQMD site specific LSTs for NO2, CO, PM10 and PM2.5 and 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)
- Industry Municipal Code
- 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
- Drainage and LID Report for 14940 Proctor Avenue, Industry. Encompass Consultant Group. December 1, 2023 (Appendix L)

Findings of Fact: The Project site is currently disturbed and fully developed with one (1) 90,828 square-foot building utilized for manufacturing purposes. The Project vicinity consists of industrial uses with minimal vegetation. The industrial developments on and surrounding the Project site include landscaping such as non-native trees, grass, shrubs, and hedges along property boundaries and within landscaped planters. Endangered species are not likely on the Project site or in the immediate vicinity. Additionally, the Project site and immediate surrounding areas are heavily developed and not designated, or likely to be deemed, as a wetland.

The San Gabriel River is located approximately 2.7 miles northwest of the Project site, San Jose Creek is located approximately 0.26 miles southwest of the Project site, and Puente Creek is located approximately 126 feet north of the Project site. Puente Creek and San Jose Creek are both concrete channelized structures and are tributaries 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 2.4 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.

The Project has a National Land Cover Database (NLCD) designation of "Developed, Medium Intensity" and "Developed, High Intensity" according to the CDFW's BIOS GIS application, 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 primarily utilized for industrial uses and single-family residences. Additionally, the National Land Cover Database (NLCD) designations for the surrounding areas consists 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?

No Impact: The Project site is fully developed with a 90,828 square-foot building utilized for manufacturing and is zoned for industrial uses within the City. No significant biological habitat exists on the Project site and no candidate, sensitive or special species are known to exist on the site or in the Project area. The Project consists of demolishing the existing structure on site and constructing one (1) new industrial building totaling 165,537 square feet. The proposed Project would not cause a substantial adverse effect on any species

identified as a candidate, sensitive, or special status species. Therefore, no impacts 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: The Project site is located in an urban, built-up area and is fully developed. The Project site does not contain any riparian habitat or other sensitive natural community. Puente Creek is a channelized structure used for flood control and is located approximately 126 feet north of the Project site. According to the USFWS National Wetlands Inventory (NWI) Wetlands Mapper GIS application, Puente Creek is classified as a R4SBAx riverine streambed. The classification system 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 of time during the growing season as the water table usually lies well below the ground surface for most of the season (USFWS). San Jose Creek is a channelized structure located approximately 0.26 miles southwest of the Project site and is classified as a R4SBCx riverine streambed meaning surface water is present for extended periods especially early in the growing season but is absent by the end of the growing season and in most years is seasonally flooded. Under proposed conditions, the Project will continue to drain as it has historically via storm drains located in the northwest corner of the site towards Puente Creek. Further discussion about site drainage is discussed in *Section X: Hydrology and Water Quality* of this IS/MND. Therefore, it is not anticipated that the Project will have an adverse effect on the water bodies 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. According to the NWI Wetlands Mapper, the nearest wetland to the Project site is Puente Creek which is located approximately 126 feet north of the Project site. As discussed, Puente Creek is an engineered drainage channel that drains into the San Gabriel River. Project implementation is not anticipated to cause a significant adverse effect to the channel or river as 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 Impact with Mitigation Incorporated: The Project site is fully developed and has minimal landscaping that includes trees, grass, shrubs, and hedges along the Project frontage. The trees located on the Project site will be removed during the demolition phase of the Project. 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, and the U.S. Fish and Wildlife Service. Therefore, impacts are less than significant with mitigation incorporated.

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. Furthermore, the Project site is fully developed with minimal landscaping along the Project frontage. There are no plans or policies at the local, regional, or state level dedicated to tree preservation that pertain to 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

IV. Biological Resources

(b) **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 prior to Project construction activities. 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 CFGC, the nesting bird survey shall occur no earlier than 15 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 Impact 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)
- Built Environment Inventory and Evaluation Report 14940 Proctor Avenue Project, City of Industry, California. Dudek, July 2023 (Appendix B)
- Archaeological Resources Assessment for the 14940 Proctor Avenue Warehouse Project, City of Industry, Los Angeles County, California. Dudek, April 25, 2023 (Appendix D).
- Paleontological Resources Assessment for the 14940 Proctor Avenue Warehouse Project, City of Industry, Los Angeles County, California. Dudek, April 27, 2023 (Appendix E).

Findings of Facts: 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 0.6 miles southeast of the Project site within the City's limit.

The Project site is fully developed with one (1) industrial building totaling 90,828 square feet, and is surrounded by industrial uses to the north, south, east and west. 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) Would the project cause a substantial adverse change in the significance of a historical resource pursuant in §15064.5 of the CEQA Guidelines?

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 existing building onsite was originally constructed in 1962 and will be demolished as part of the proposed Project. A Built Environment Inventory and Evaluation Report (BEIER) was prepared by Dudek to evaluate the Project site for historical significance and integrity in consideration of the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) (Appendix D).

As the City does not have local eligibility criteria, Dudek prepared the BEIER in accordance with Section 15064.5 of the CEQA Guidelines. The methods utilized by Dudek for site evaluation include a California Historical Resources Information System (CHRIS) records search, an intensive-level survey of the proposed Project site and its vicinity, building development and archival research, development of an appropriate historic context for the Project site, and recordation and evaluation of one built environment resource over 45 years old for historical significance and integrity. No built environment historical resources were identified within or adjacent to the Project site. The subject property is recommended ineligible for the NRHP and CRHR due to a lack of significant historical associations and architectural merit. The Project site is a fully developed industrial site, and does not meet the criteria for listing historical resources. Therefore, the subject property is not considered a historical resource for the purposes of CEQA. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated: Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. An Archaeological Resources Assessment was prepared for the proposed Project by Dudek, dated April 25, 2023 (Appendix D). Dudek completed a review of the California Historical Resources Information System (CHRIS) records search results for the proposed Project site within a 1-mile records search area. Results of the records search indicated that the entirety of the proposed Project site has not been subject to any previous archaeological investigations that include a records search or pedestrian survey prior to development and/or the placement of fill soils. No prehistoric or historic period archaeological resources were identified within the proposed Project site or 1-mile records search area through the CHRIS database. Additionally, search results were negative for the presence of any reported Native American cultural resources within proximity of the proposed Project site.

The Project site is underlain by native soils that consist of Quaternary alluvium and marine deposits from the Pleistocene to Holocene geologic age. More specifically, the proposed Project site is underlain by Quaternary younger fan deposits associated with the Holocene age. Holocene-era alluvial formations do have the potential to support the presence of buried archaeological resources as these soils are associated with the period of prehistoric human use, as well as representing ongoing processes of development that have potential to preserve cultural material in context, depending on area-specific topographical setting.

In consideration of all these factors, the potential to encounter intact cultural deposits containing archaeological and tribal cultural resources within soils is unlikely. However, the potential for intact cultural deposits to exist within native soils to the depths of proposed ground disturbance is unknown. Given that Puente Creek was historically in close proximity to the proposed Project site, including an unnamed intermittent stream to the south (visible between 1927-1955) there is a potential for yet unidentified archaeological resource deposits within the proposed Project site to be buried by alluvial and flood deposits. In the event that unanticipated archaeological resources are encountered during Project implementation, impacts to these resources could be significant. To reduce potential impacts to archaeological resources inadvertently discovered at the Project site, Mitigation Measures **CUL-1** through **CUL-3** (as set forth below) will be implemented to ensure proper treatment of any unknown archaeological resources that may be encountered as a result of Project implementation. Based on compliance with existing regulations and the implementation of Mitigation Measures **CUL-1** through **CUL-3**, the Project's potential to disturb archaeological resources is considered less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated: There are no cemeteries located on or near the Project site. The closest cemetery is approximately 4.9 miles southeast of the Project site. Given that the Project site has been developed for over 45 years and does not have records of previous cemetery investigation, the Project will implement Mitigation Measure **CUL-1** to ensure the proper treatment of any human remains encountered during ground disturbing activities. 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:

(b,c)

MM CUL-1: **Inadvertent Discovery Treatment and Protocol**. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed Project, all construction work occurring within 50 feet of the find should immediately stop and a qualified archaeologist should be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. If human remains or suspected human remains are discovered, all construction work occurring within

50 feet of the find should immediately stop. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted.

Within 60 days following completion of ground disturbance, an archaeological monitoring report shall be prepared and submitted to the City for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the SCCIC.

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.

MM CUL-2: **Retention of a Qualified Archaeologist.** A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified for the duration of construction activities. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed Project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. If it is determined, based on the survey after the removal of fill soils, that cultural resources are present or may be present that may be impacted during Project construction, further study including subsurface testing as well as archaeological monitoring may be warranted. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

MM CUL-3: **Workers Environmental Awareness Program Training**. All construction personnel and monitors who are not trained archaeologists shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper

procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

	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)
- Industry Municipal Code
- 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.
- Air Quality, Greenhouse Gas, and Energy Technical Report. Dudek, September 2023. (Appendix B)

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. Additionally, 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 Usage
Temporary electric power for as-necessary lighting and electronic equipment, such as computers inside temporary construction trailers, would be provided by SCE. The electricity used for such activities would be temporary, would be substantially less than that required for Project operation, and would therefore have a negligible contribution to the Project's overall energy consumption.

Natural Gas Usage
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 under the subsection Petroleum Usage, below. Any minor amounts of natural gas that may be consumed as a result of Project construction would be temporary and negligible, and would not have an adverse effect; therefore, impacts would be less than significant.

Petroleum Usage
Petroleum would be consumed throughout construction of the Project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities and haul trucks involved in relocating dirt around the Project site are assumed to use diesel fuel. Construction workers would travel to and from the Project site throughout the duration of construction. It is assumed that construction workers would travel to and from the Project site in gasoline-powered vehicles.

Operational Related Impacts
Electricity Usage
The operational phase would require electricity for multiple purposes, including building heating and cooling, refrigeration, lighting, electronics, and the operation of forklifts and yard trucks. CalEEMod was used to estimate Project emissions from electricity uses (Appendix A). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone. The Project is anticipated to consume approximately 2,611,355 kilowatt hours of electricity per year. The Project proposes industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project electricity demands in total would be comparable to other projects of similar scale and configuration. The Project would also implement measures that would further reduce electricity demand, such as committing to on-site solar generation sufficient to meet at least 75% of the Project's total operational energy requirements from within the building envelope. The Project would be required to comply with the applicable Title 24 standards which would further ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant.

Natural Gas Usage
Natural gas consumption during operation would be required for various purposes, including, but not limited to, building heating and cooling. Default natural gas generation rates in CalEEMod for the proposed land use and climate zone were used. The Project is

estimated to have a total natural gas demand of 3,669,165 kBTU per year. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project natural gas demands in total would be comparable to other projects of similar scale and configuration. Additionally, the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Prior to Project approval, the Project will be evaluated by the City to ensure it meets the Title 24 requirements applicable at that time, as required by state regulations through the plan review process. Thus, the natural gas consumption of the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum Usage

During operations, most of the fuel consumption resulting from the Project would involve the use of motor vehicles traveling to and from the Project site, as well as fuels used for alternative modes of transportation that may be used by employees of the Project. Petroleum fuel consumption associated with motor vehicles traveling to and from the Project site is a function of the VMT as a result of Project operation. The Project would result in an estimated annual fuel demand of 231,192 gallons of fuel. Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other mixed uses of similar scale and configuration. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project in proximity to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. In compliance with CALGreen, the Project would promote the use of bicycles as an alternative means of transportation by providing bicycle parking accommodations. Facilitating pedestrian and bicycle access for employees would reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant.

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 consists 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)
- Industry Municipal Code
- Los Angeles County GIS-NET
- California Department of Conservation (CDC). California Earthquake Hazards Zone Application (EQ Zapp). 2021.
- Geotechnical Investigation Proposed Industrial Building 14940 Proctor Avenue, City of Industry, California. Leighton Consulting, Inc. December 6, 2021. (Appendix I)
- Response Letter to Peer Review Comments Proposed Industrial Building 14940 Proctor Avenue, City of Industry, California. Leighton Consulting, Inc. July 14, 2023 (Appendix J).
- Paleontological Resources Inventory Report for the 14940 Proctor Avenue Warehouse Project, City of Industry, Los Angeles County, California. Dudek, April 27, 2023 (Appendix E)

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 five (5) to thirty-five (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 Project site is located approximately 3.9 miles northeast of the Elsinore fault and 5.3 miles southwest of the San Jose fault. The Sierra Madre fault, a major structural feature along the southern flank of the San Gabriel Mountains, is located approximately 8.6 miles north 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 due. However, the potential for future ground shaking at the site appears no greater than that at many other sites in southern California.

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.

Leighton Consulting Inc. conducted a review of the California Geological Survey online data for zones of required investigation for geologic hazards (such as fault rupture, liquefaction, or landsliding) and uncovered that the Project site is located within an area that has been identified

by the State of California as being potentially susceptible to liquefaction. The liquefaction analysis found that the historically shallowest depth to groundwater is 10 feet below ground surface (bgs) based on information provided by the California Geological Survey. The overall effects from liquefaction at the Project site are considered to be moderate with minor to no expression at the surface (Appendix J).

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. Leighton's analysis indicates that the total seismically induced settlement is estimated to be one inch or less. The differential settlement is expected to be on the order of one-half inch or less over a horizontal distance of 30 feet (Appendix J).

Lateral Spreading

Seismically induced lateral spreading involves primarily 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. Due to the predominantly clayey nature of the site soils and the lack of a continuous liquefiable zone, the potential for lateral spreading due to liquefaction is also considered low (Appendix J).

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 Project site is located approximately 3.9 miles northeast of the Elsinore fault and 5.3 miles southwest of the San Jose fault. The Sierra Madre fault, a major structural feature along the southern flank of the San Gabriel Mountains, is located approximately 8.6 miles north 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 a 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: 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 saturated, loose, fine sands and/or silts are subjected to strong ground shaking resulting from an earthquake event. Due to the increasing overburden pressure with depth, liquefaction of granular soils is 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.

Leighton Consulting, Inc. performed a liquefaction analysis at the Project site using data obtained from the subsurface exploration using cone penetrometer test (CPT) soundings. Based on Leighton's evaluation using the Maximum Considered Earthquake (MCE) seismic event and a design groundwater level of 10 feet bgs for the CPTs performed at the site, the potential for liquefaction to occur is moderate with minor to no expression at the surface.

Considering the total seismic settlements is estimated to be one inch or less at the project site, the structures should be designed for the differential seismic settlement of less than one-half inch over a horizontal distance of 30 feet. Typically, this magnitude of differential seismic settlement is considered tolerable for structures with concrete tilt-up walls and steel frame roofs. However, the Project structural engineer will evaluate the planned structure design and conclude whether 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. A less than significant impact would occur.

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 approximately 90,828 square feet and was formerly used for manufacturing purposes with minimal exposed soil. The Applicant is proposing to demolish the existing building and construct one (1) new industrial building totaling 165,537 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.

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: On October 12 and October 18, 2021, four (4) hollow-stem auger borings (designated LB-1 through LB-4) were drilled to a depth of 51.5 feet bgs, four (4) CPT soundings (designated as CPT-1 through CPT-4) were drilled to a depth of 50 feet bgs, and two (2) additional borings (designated as LP-1 and LP-2) were drilled to an approximate depth of 10 feet bgs for subsequent percolation testing (Appendix K).

Based on the subsurface explorations, the site is underlain by a thin layer of undocumented artificial fill materials (Afu) overlying Quaternary-aged (Holocene) young alluvial fan deposits (Qyf). The artificial fill encountered is generally about two to four feet in thickness across the site, likely associated with the existing and previous site improvements. The fill soils consist primarily of locally derived clay and silty clay. Below the artificial fill materials, young alluvial fan deposits (Qyf) were encountered in the borings to the maximum depth explored (51.5 feet bgs). The alluvial sediments generally consist of dark brown to gray brown, moist, medium stiff to stiff, silt, clay and silty clay. Between approximately 30 and 50 feet dense to very dense, silty sand to poorly graded sand of variable thickness were encountered.

Based on the borings drilled, the soil underlying the proposed building consists of artificial fills and alluvial deposits. In general, the artificial fill in the upper two to four feet of the site is not suitable for support of the proposed structures and should be over-excavated and replaced with controlled, compacted fill. In the event miscellaneous fill soils are encountered deeper, the fills should be removed to native alluvium deposits. Removals should extend laterally beyond the structures to a distance equal to the depths of removal but should generally extend not less than five feet beyond the outside edges of foundations. Over-excavated material can be used as engineered fill in accordance with Section 3.0 of the Geotechnical Investigation Report (Appendix K).

The Project will be required to comply with all requirements and recommendations outlined in the Geotechnical Investigation prepared by Leighton Consulting as required by Mitigation Measure **GEO-1**, as set forth below. Furthermore, the Project will comply with all applicable provisions of the Uniform Building Code (UBC) and the 2022 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: One of the potential geotechnical hazards at the Project site is the expansion potential of the near surface soils.

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. Expansive index testing of the near surface soil that underlays the Project site indicates that the soil has a low to medium expansion potential. The soils with the expansion potential were the clayey soils within the undocumented fill. If these soils are to be used as backfill within the upper five feet of the site, Leighton recommends mixing the soils with non-expansive soils to reduce potential for heaving and settlement of pavement and other flatwork on site.

The attached Geotechnical Investigation Report (Appendix F) provides a broad overview of the geotechnical and geologic factors which are expected to influence future site planning and development. Based on their investigation and testing program, it is the opinion of Leighton Consulting, Inc., that the proposed development is feasible from a geotechnical standpoint, provided that the recommendations presented in the Geotechnical Investigation Report are incorporated into Project design and implemented during grading and construction. Therefore, Mitigation Measure **GEO-1** requires the Project to comply with all requirements and recommendations outlined in the Geotechnical Investigation Report prepared by Leighton Consulting, Inc., dated December 6, 2021 (Appendix K). Incorporation of Mitigation Measure **GEO-1** will reduce Project impacts to less than significant.

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

No Impact: The Project site is serviced by San Gabriel Valley Water Company 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 E). 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 mitigation measures are 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. (f)

GEO-1: Grading and Construction

The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Leighton Consulting, Inc. dated December 6, 2021 (Appendix J). The recommendations are presented in Section 3.0 Geotechnical Design Recommendations of the report under the following subheadings: site grading, foundation design, slabs-on-grade, cement type and corrosion protection, retaining walls, paving, temporary excavations, trench backfill, drainage and landscaping, additional geotechnical services (pages 15-26).

GEO-2: Inadvertent Discovery

In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist meeting the professional standards of the Society of Vertebrate Paleontology can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as preparation of a paleontological treatment plan and monitoring in the area of the find may be warranted.

	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)
- Industry Municipal Code
- Los Angeles County GIS-NET
- Air Quality, Greenhouse Gas, and Energy Technical Report. Dudek, September 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 has elected to rely 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 one percent of projected statewide GHG emissions in the Year 2050 (Appendix B).

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: Dudek conducted a Greenhous Gas Analysis for the proposed Project, dated September 2023. 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 source, area source, energy source, water supply and treatment, waste, refrigerants, and TRUs. As shown in Table 8-1, the Project would generate 4,003 MTCO2e per year with amortized construction emissions of approximately 28 MTCO2e per year for a total of 4,031 MTCO2e per year. With the inclusion of the estimated operational emissions of 1,916 MT CO2e per year from the existing land use, net operational GHG emissions would total 2,115 MT CO2e 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 MTCO2e 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 will occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (Metric tons per year)				
	CO_2	CH_4	N_2O	R	CO_2E
Project Emissions					
Mobile	2,122	0.08	0.27	3.01	2,207
Area	-	-	-	-	-
Energy	515	0.04	<0.005	-	517
Water	75.7	1.25	0.03	-	116
Waste	13.9	1.39	0.00	-	48.6
Refrigerants	-	-	-	1,096	1,096
Stationary	19.0	<0.005	<0.005	0.00	19.1
TRUs	0.12	-	-	-	0.12
Total	**2,746**	**2.76**	**0.30**	**1,099**	**4,003**
Existing Emissions					
Mobile	1,331	0.05	0.12	2.15	1,371
Area	-	-	-	-	-

Energy	441	0.03	<0.005	-	443
Water	41.2	0.69	0.02	-	63.2
Waste	10.0	1.00	0.00	-	35.2
Refrigerants	-	-	-	3.91	3.91
Total	**1,823**	**1.77**	**0.14**	**6.07**	**1,916**
Net Total	**923**	**0.99**	**0.16**	**1,093**	**2,087**
Amortized 30-Year Construction Emissions					**27.6**
Project Net Operations + Amortized Construction Total					**2,115**

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 one (1) building onsite with one (1) warehouse building approximately 165,537 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)
- Industry Municipal Code
- Los Angeles County GIS-NET

- Phase I Environmental Site Assessment Report 14940 East Proctor Avenue and 342 South 9th Avenue. Partner Engineering and Science, Inc. September 24, 2021 (Appendix F)
- Response to Comments – Peer Review of Existing Environmental Reports, 14940 Proctor Avenue. Partner Engineering and Science, Inc. November 2, 2023. (Appendix G)
- Hazardous Materials Survey Report 14940 East Proctor Avenue. Partner Engineering and Science, Inc. November 10, 2023, Revised January 25, 2024. (Appendix H)

Findings of Fact: A Phase I Environmental Site Assessment (ESA) was conducted by Partner Engineering and Science, Inc. 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 F). 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 of any hazardous substances or petroleum products 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 Hazardous Building Material Survey was conducted by Partner Engineering and Science, Inc. to determine the presence of asbestos-containing materials (ACM), lead containing paint, universal waste, and other hazardous/regulated materials requiring handling or disposal practices outside of conventional solid waste on the Project site.

Property History

According to available historical sources, the Project site was undeveloped from as early as 1894. From at least 1928 through 1962 the site was used for agricultural purposes. By 1962, the site was developed with the two (2) existing industrial structures, and a third industrial structure was developed in 1992. Since 1962 the site has been used for industrial food and meat processing and manufacturing purposes. Specifically, Wilson and Co. used the Property from 1962-1976 for meat processing/packaging, and by 1982 the Property was used Elrey Mexica Foods for food processing. Cacique, Inc. has used the site for cheese manufacturing and food processing purposes since 1985 to the present date.

Former truck maintenance and fueling activities were found to be associated with the site, and an existing maintenance shop for equipment line upkeep was found to be present onsite. Consistent with maintenance activities associated with the historical industrial uses of the site, the site was developed with sumps, a clarifier, an automotive spray booth, and a solvent parts washer. According to a review of manifest records, the Project site was noted as generating tetrachloroethylene (PCE) from 1999 to 2001 and 2016 with quantities ranging from 0.015-ton to 2.436 tons. Chlorinated solvents, such as PCE, are highly mobile chemicals that can accumulate in soils and migrate to groundwater beneath a facility. Historical hazardous substance storage, use and disposal practices at the Project site are unknown, particularly in connection with the former clarifier. Based on the long-term use of the Project site for manufacturing operations and historical use of petroleum products and chlorinated solvents onsite, the former and current uses of the site represent a recognized environmental condition (REC) (Appendix F).

According to the Phase I ESA prepared by Partner, dated November 24, 2021, underground storage tanks (USTs) were previously used on the Project site and are identified as historically recognized environmental conditions (HREC) (Appendix F). The Project site was formerly developed with a 10,000-gallon gasoline UST, a 10,000-gallon diesel UST, a 500-gallon new oil

UST and a 500-gallon waste oil UST. On June 10, 1990, the 10,000-gallon gasoline UST, 10,000-gallon diesel UST and 500-gallon new oil UST were removed under the oversight of the Los Angeles County Department of Public Works (LADPW). Following the removal of the USTs, the soil was tested for TPH, benzene, toluene, ethylbenzene and xylene (BTEX). TPH and BTEX were non-detect in the soils samples and minor concentrations of toluene were present at 57 parts per billion (ppb). Based on these results, LACDPW issued a "no further action" designation for the three (3) USTs on July 18, 1990. On January 2, 1991, the remaining UST on the site was removed from the southern portion of the Project site under the oversight of the LACDPW. On July 23, 1991, a soil sample investigation was conducted in the vicinity of the former waste oil UST under the oversight of the Los Angeles Regional water Quality Control Board (RWQB). All contaminants of concern were identified as non-detect in the vicinity of the UST, and on April 25, 1996, the RWQCB San Gabriel Valley Cleanup Program issued a "no further action" letter for the Project site.

The Project site is located within the San Gabriel Valley Groundwater Basin. Portions of the San Gabriel Valley Groundwater Basin have been listed on the National Priority List (NPL), or Superfund Site. The Project site is located within the vicinity of the San Gabriel Valley Area 4 Superfund Site which 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. Cacique, the current tenant of the Project site, was listed in the Well Investigation Program (WIP) database and received a No Further Action (NFA) letter dated April 25, 1996, from the RWQCB San Gabrial Valley Cleanup Program.

Le Van Specialty Company is located approximately 70 feet northeast of the Project site at 14923 East Proctor Avenue and is identified as a vapor encroachment concern (VEC) for the Project (Appendix F). The adjacent site is listed as an actively investigated site by the RWQCB under the WIP due to the release of volatile organic compounds (VOCs) into the groundwater. A Phase II assessment for 14923 East Proctor was prepared by Salem Engineering, dated June 7, 2019, and identified groundwater to be 54 feet deep with a flow direction to the north-northwest which is down gradient from the Project site. The Phase II ESA prepared for 14923 East Proctor was reviewed by the Office of Environmental Health Hazard Assessment (OEHHA) who determined that vapor intrusion risks exceed acceptable levels. The RWQCB released a NFA letter for soils at 14923 East Proctor requiring that groundwater shall be monitored annually. Due to the impacts of groundwater in the vicinity of the Project site from PCE and TCE above maximum contamination levels (MCLs), the shallow depth to groundwater, and OEHHA's evaluation of 14923 East Proctor as a potential risk for vapor intrusions, 14923 East Proctor is a vapor encroachment concern (VEC) for the proposed Project (Appendix F).

Overall, environmental concerns at the Project site include the former USTs utilized at the site, the historical use of the site for industrial purposes, and the VOC-impacted groundwater associated with the San Gabriel Valley Area 4 Superfund Site and the adjacent property located at 14923 East Proctor. The Phase I ESA prepared by Partner Engineering and Science, Inc., detailed in Appendix F of this document, revealed the following recognized environmental conditions (RECs) in connection with the Project site:

- The historical use of the site for manufacturing and industrial operations, the use of petroleum products and chlorinated solvents onsite, the subsurface sumps and clarifier, and the current industrial use of the site represents a REC.

- The VOC-impacted groundwater of the San Gabriel Valley Area 4 Superfund Site located in the vicinity of the Project site and the VOC-impacted groundwater at the adjacent property 14923 East Proctor are identified as VECs.
- Former USTs located on the southside of the Project site are identified as HREC.

Additionally, Partner Engineering and Science, Inc. has identified the following non-ASTM issues which are outlined in the Hazardous Material Survey Report (Appendix H):

- **Asbestos-Containing Materials (ACMs):** A total of 153 bulk samples of suspect asbestos containing materials were collected and analyzed. Table 9-1 identities ACM and universal waste materials that were identified at the Project site (Appendix F). Eighty-five (85) pipe insulation elbows (ceiling spaces) were found to contain friable regulated ACM (RACM). Additionally, non-friable Category I and II ACM was found in 9,500 sqaure feet (sf) of drywall and associated joint compound, 6,400 sf of transite ceiling panels, 165 sf of grey roof patch and penetration mastic, 185 sf of white roof patch and penetration mastic, and 3 pipes 15-feet each.
- **Lead-Based Paint (LBP):** Results from the bulk samples that were tested indicate detectable concentrations of lead, however, these levels were below the 0.7 mg/cm^2 regulatory threshold determined by the City for the requirement of lead-safe work practices (Appendix F).
- **Universal Waste (UW):** Partner performed a visual survey of the buildings for miscellaneous hazardous building materials. Based on the results of the survey, hazardous or universal waste materials were identified in the buildings and are identified in Table 9-1.

Table 9-1 Hazardous Materials Findings

Detected ACM (greater than 1% asbestos content)					
Sample Number	**Material Category**	**Type of Material**	**Location**	**ACM Precentage**	**Quantity**
1-02	Surfacing	Drywall & Associated Joint Compound	2nd Floor Office 4	2% Chrysotile	21,705sf
1-03	Surfacing	Drywall & Associated Joint Compound	2nd Floor Office 5	2% Chrysotile	21,705sf
1-06	Surfacing	Drywall & Associated Joint Compound	1st Floor Assembly Room	2% Chrysotile	21,705sf
3-01	Thermal System Insulation (TSI)	Pipe Insulation Elbow	Production Area Northeast Ceiling Space	2% Chrysotile	85 elbows
3-02	TSI	Pipe Insulation Elbow	Production Area Northeast Ceiling Space	2% Chrysotile	85 elbows
3-03	TSI	Pipe Insulation Elbow	Production Area Northeast Ceiling Space	2% Chrysotile	85 elbows

20-01	Misc.	Transite Panel	Maintenance Shop Ceiling	15% Chrysotile	6,400sf
20-02	Misc.	Transite Panel	Hallway Ceiling	15% Chrysotile	6,400sf
20-03	Misc.	Transite Panel	Men's Locker Room Ceiling	15% Chrysotile	6,400sf
33-01	Misc.	Grey Roof Patch & Penetration Mastic	Machine Shop Roof North	5% Chrysotile	165sf
33-02	Misc.	Grey Roof Patch & Penetration Mastic	Machine Shop Roof West	5% Chrysotile	165sf
33-03	Misc.	White Roof Patch & Penetration Mastic	Machine Shop Roof South	5% Chrysotile	165sf
34-01	Misc.	White Roof Patch & Penetration Mastic	Machine Shop Roof East	5% Chrysotile	185sf
34-02	Misc.	White Roof Patch & Penetration Mastic	Machine Shop Roof North	5% Chrysotile	185sf
34-03	Misc.	White Roof Patch & Penetration Mastic	Machine Shop Roof West	5% Chrysotile	185sf
45-02	Surfacing	Drywall & Associated Joint Compound	Conference Room	2.6% Chrysotile	9,500sf

IDENTIFIED UW and MICELLANEOUS HAZARDOUS MATERIALS		
Type of Material	**Location**	**Quantity**
Fluorescent Lights (mercury)	Interior	2,650 bulbs
Mercury Switches	Interior	1 thermostat
Emergency Signs	Interior	27 signs
Fluorescent Light Ballasts (PCBs)	Interior	575 fixtures
Pad Mounted Electrical Transformers (PCBs)	Interior and Exterior	22 transformers

Sf – Square Feet

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 90,828 square feet, and the construction of one (1) new industrial building totaling 165,537 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, lead-based paint, and hazardous and universal waste rule materials exist on the site, compliance with Mitigation Measure **HAZ-1** (as set forth below) will ensure proper disposal of materials results in a less than significant impact during the demolition and construction phase of the Project (Appendix H). Additionally, given the historical use of the site for industrial purposes, Mitigation Measure **HAZ-2** will be implemented to reduce impacts associated with unexpected hazardous materials encountered during the demolition and grading phase of the Project.

Operational 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 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** and **HAZ-2** (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 90,828 square feet, and the construction of one (1) new industrial building totaling 165,537 square feet. The Hazardous Materials Building Survey (Appendix H) identified lead-based paint and asbestos containing materials 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, lead-based paint, and potentially exist on the site, compliance with Mitigation Measure **HAZ-1** and **HAZ-2** (as set forth below) will ensure proper disposal of materials results in a less than significant impact to construction workers and the public. Throughout demolition, the lead-based paint (LBP) abatement and demolition is to be performed by competent persons trained, knowledgeable and qualified in the techniques of LBP abatement, demolition, and the handling and disposal of LBP and/or LBP contaminated materials. The LBP abatement and demolition shall be performed by contractors who comply with applicable federal, state and local regulations, and are capable of, and willing to, perform the work pursuant to the Los Angeles County Lead-Base Paint Removal Specifications. (Los Angeles County Department of Public Works, 1999).

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** and **HAZ-2** (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.

Operational Related Impacts

As discussed in Section IX.(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 potential 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 Nelson Elementary School, which is located approximately 0.5 miles northeast of the Project site. Additional surrounding schools include La Puente High School located approximately 0.8 miles southeast of the Project site, and Sparks Elementary School and Fred M. Sparks Junior High School located approximately 0.9 miles northeast 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 sets forth 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 November 24, 2021, Partner performed a search of 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 EnviroStor database, however, the site is identified on the Hazardous Waste and Substance Site List (HIST Cortese). The Project site, identified as Cacique at 14940 Proctor Avenue, is listed as generating various hazardous materials from 1990 to 2019, as described in the Findings of Facts of this section. Additionally, the site was listed on the State Leaking Underground Storage Tank (LUST) Lists as “Cacique, Inc.” at 14940 Proctor Avenue, and the listing is considered “closed”. As described above, the previous occupants and current occupant of the site, Cacique, formerly used fuel underground storage tanks (USTs) and one waste oil UST. These USTs were successfully removed from the site and obtained regulatory closure. Additionally, the site was not listed on the State Solid Waste Landfill site database (Appendix F).

While the Project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the listing is classified as “closed” and the USTs have been removed from the site and/or obtained regulatory closure. 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 closest airport to the Project site is the San Gabriel

Valley Airport located approximately 5.25 miles northwest of the Project site. The closest heliport to the Project site is the LA County Sheriff's Department Heliport located approximately 0.7 miles southwest of the Project site within the City's boundaries. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the City's General Plan. The proposed Project is consistent with the Industrial (M) zoning designation and as discussed in section "XIII. Noise" of this Initial Study, the proposed Project would not exceed the City's noise thresholds for industrial uses. Furthermore, implementation of the Project is similar in building height to the existing industrial buildings in the surrounding area and will not require the use of cranes of sufficient height to pose a hazard to aviation. Though the Project is located within two miles of a heliport, the proposed Project is consistent with the City's General Plan and would not result in a safety hazard or excessive noise for people working or residing in the Project area. Thus, 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 1.2 miles west 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 Hazardous Materials Report Recommendations

The Project Applicant shall incorporate applicable recommendations provided in the Hazardous Material Survey Report prepared by Partner Engineering and Science, Inc. dated April 29, 2024 (Appendix H). The recommendations are presented in the "Conclusion" section of the report under following headings: Asbestos, Lead-Based Paint and Universal Waste (pages 16-17).

HAZ-2 Soil Management Plan

The Project Applicant shall prepare and implement a Soil Management Plan (SMP) for future site work to address any unexpected issues that may be encountered during demolition, excavation, grading and construction activities at the Project site (Appendix G).

	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	☐	☐	☒	☐
iv) impede or redirect flood flows	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code
- Department of Homeland Security. FEMA Flood Map Service Center. December 2021.

- San Gabrial Valley Water Company 2020 Urban Water Management Plan. Stetson Engineers, Inc. June 2021.
- Phase I Environmental Site Assessment and Document Review 14940 Proctor Avenue City of Industry, California. Partner Engineering and Science, Inc. September 24, 2021. (Appendix F)
- Drainage and LID Report for 14940 Proctor Avenue. Encompass Consultant Group. December 1, 2023. (Appendix K).
- Peer Review of Revised LIP Plan for 14940 Proctor Avenue. Casc Engineering and Consulting. January 11, 2024 (Appendix L)

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 (RWQCB). The County of Los Angeles Department of Public Works (LADPW) 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 northwestern portion of the San Gabriel Valley (Area 4) Superfund Site which 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 (Appendix F). The Project site was investigated by the RWQCB under its Well Investigation Program (WIP) in 1990 and 1996. Following the completion of a subsurface investigation, the LARWQCB issued “no further action” letters dated July 18, 1990, and April 25, 1996 and determined that no further action was required of the Project site with respect to the San Gabriel Calley Cleanup Program (Appendix F).

Flood Zones

According to Figure 15 of the General Plan, the Project site is located in FEMA Flood Zone X (area of 0.2% annual chance flood) 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 and is located just outside of the Puddingstone Dam Inundation Area.

Water Quality

A Drainage and Low Impact Development (LID) Report was prepared by Encompass Consultant Group dated December 1, 2023 (Appendix L). The LID plan complies with the standard BMP requirements set forth by the LARWQCB. Additionally, the LID plan sets forth Source Control Best Management Practices (BMPs), non-structural BMPs, Structural BMPs, and Inspection/Maintenance Responsibilities for the Project. This plan is included as Appendix J to this document.

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 with Mitigation Incorporated: According to the Drainage and LID Report prepared by Encompass Consultant Group dated December 1, 2023 (Appendix L), 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. 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 LID plan was prepared by Encompass Consultant Group to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff (Appendix J). As specified in the Peer Review of Revised LID Plan for 14940 Proctor Avenue, prepared by Casc Engineering and Consulting, dated January 11, 2024, prior to issuance of a grading permit, the Project's LID Plan will require approval by the City and is implemented as Mitigation Measure **HYDRO-1** (as set forth below)**.** 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 with mitigation incorporated.

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: According to Figure 10, Water District Boundaries and Drainage Channels, of the City's General Plan, the Project site is serviced by the San Gabriel Valley Water Company. The San Gabriel Valley Water Company utilizes locally produced groundwater from the Main San Gabriel Basin, Central Basin, and has the ability to deliver imported water through a connection with the Metropolitan Water District of Southern California, as well as emergency interconnections with several surrounding water agencies to ensure the reliability of its water supply (UWMP, 2020). According to the 2020 Urban Water Management Plan (UWMP), the San Gabriel Valley

Water Company can expect to meet the majority of future demands through 2045 for average, single dry, and multiple dry years.

Project implementation would not result in a change in impervious surfaces of the site (Appendix L). Therefore, the Project design would not reduce the amount of groundwater recharge interference. The Project proposes to demolish one (1) existing structure onsite totaling 90,828 square feet and construct one (1) industrial building totaling 165,537 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. The Project proposes to demolish one (1) existing structure totaling 90,828 and construct one (1) industrial building totaling 165,537 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 proposed development would not increase impervious surface area. 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 90,828 square feet of industrial building which would be demolished and replaced with one (1) industrial building totaling 165,537 square feet. Though the building footprint would increase by 74,709 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 as approved by the City to reduce the potential for polluted stormwater runoff to a less than significant impact. The Project will follow all applicable 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 L). Therefore, Project impacts would be less than significant.

iv) Impede or redirect flood flows?

Less than Significant Impact: The FEMA Flood Map Service Center Map Number 0637C1843F shows the project site is located in an "Area of Minimal Flood Hazard-Zone X". As stated above in Section (c)(ii), the implementation of the Stormwater Quality Control Measures outlined in the LID Plan shall reduce the potential for on- or offsite flooding to the maximum extent possible. Currently there are a number of catch basins on site with sump pumps that discharge water directly to the curb cuts in the streets where it is captured by the existing storm drain system and directed to Puente Creek to the west of the project site. The proposed drainage follows a similar pattern; by dividing the property intro three drainage areas that capture run off in bio-filtration areas that treat the water prior to discharging it off site and into Puente Creek. The Project would not significantly alter the existing drainage patterns of the site and would therefore have a less than significant impact on redirecting flood flows. There are no streams or rivers on the Project site, or in the immediate vicinity which would be impeded or redirected. Therefore, potential impacts associated with impeding or redirecting flood flows would be less than significant and no mitigation would be required.

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

Less than Significant 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 Encompass Consultant Group to determine the 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.

Mitigation Measures

Mitigation:

X. (a)

HYDRO-1 Final LID Plan and Storm Water Pollution Prevention Plan (SWPPP)

The Project Applicant shall submit a final LID Plan and Storm Water Pollution Prevention Plan (SWPPP) for approval by the City of Industry prior to grading permit issuance.

	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)
- Industry Municipal Code

Findings of Fact: The proposed Project involves the demolition of one (1) existing building totaling 90,828 square feet and the construction of one (1) new industrial building totaling 165,537 square feet. The underlying General Plan land use designation is Employment, and the zoning designation is Industrial (M) (APN: 8208-002-049,-43). Areas to the south, west, and north of the site are zoned Industrial (M). 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) (APN: 8208-002-049,-43). The Project site is surrounded by existing industrial uses and the closest residential use is approximately 500 feet northeast of the Project site. The site is currently developed with an industrial building used for manufacturing purposes. The proposed Project is consistent with the Industrial (M) zoning of the site. Therefore, 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. Therefore, implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation, 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 of Industry 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 site lies within Special Report 143 Part 4 and Special Report 209.

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: The Project site is not designated as an area of known mineral resources according to the City's General Plan. According to the Geologic Survey, the 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 therefore would have no impact.

	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)
- Industry Municipal Code
- 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
- 14940 Proctor Avenue Warehouse Project Noise and Vibration Technical Memorandum, Dudek, August 18, 2023. (Appendix M)

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 Highway 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 site is bordered by Proctor Avenue to the northeast, South 9th Avenue to the southeast, existing industrial and manufacturing/distribution uses to the southwest, and an existing warehouse to the northwest.

As noted in the Noise and Vibrational Technical Memorandum prepared by Dudek dated August 18, 2023 (Appendix N), the nearest and most sensitive noise receivers to the Project site are single-family residences located approximately 500 feet northeast of the Project site. All other surrounding properties are developed with industrial land uses. The Project site is currently developed with an existing 90,828 square-foot building utilized for manufacturing purposes. The

Project proposes to demolish the existing structure and construct one (1) industrial building totaling 165,537 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, at a distance of 50 feet, some heavy construction equipment can produce noise levels above 80 A-weighted decibels (dBA). 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 70dBA CNEL noise contour zone. The Project proposes to demolish one (1) existing industrial building totaling 90,828 square feet and construct one (1) new industrial building totaling 165,537 square feet. The Noise and Vibration Technical Memorandum by Dudek (Appendix M) was prepared using the applicable City of Industry 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 of Industry 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 N). 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 the 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 reached 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 500 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 on 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 (500 ft.)
Demolition	Concrete/Industrial Saws (1), Excavators (3), Rubber Tired Dozers (2), Rock Crusher (1)	57
Site Preparation	Rubber Tired Dozers (3), Tractors/Loaders/Backhoes (4)	55
Grading	Excavators (1), Graders (1)	55
Building Construction	Rubber Tired Dozers (1), Tractors/Loaders/Backhoes (3), Cranes (1), Forklifts (3), Generator Sets (1), Welders (1)	51

Paving	Pavers (1), Paving Equipment (2), Cement and Mortar Mixers (2), Tractors/Loaders/Backhoes (1), Rollers (2)	50
Architectural Coating	Air Compressors (1)	45

Operation Related Impacts

Potential noise impacts associated with the operations of the Project are a result of loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, truck movements and a standby generator to be used in the event of a power failure. Consistent with similar warehouse and industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays.

The proposed Project overall would not be served by heating, ventilation or air conditioning (HVAC) equipment. However, the floor plans include approximately 19,200 square feet of office and 9,600 square feet of mezzanine space at the Project's northeast corner which would be served by HVAC equipment. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference. Based upon the square footage of the office and mezzanine spaces (28,800 square feet total), it was assumed that six such units would be required for the office/mezzanine areas. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Appendix O). Based on the warehouse roof design information provided, there will be a minimum 3-foot-high parapet extending along the perimeter of the roof, which would minimize sound from the HVAC unit at the nearest noise-sensitive land uses. In addition, up to approximately 50% of the warehouse space would be used for cold storage; thus, noise from rooftop-mounted refrigeration equipment was accounted for using the estimated refrigerated space building volume and reference levels for industrial refrigeration equipment. The combined noise levels from the HVAC and refrigeration equipment at the nearest noise-sensitive land use (the residence to the northeast) would have a maximum hourly noise level of approximately 38.1 dBA Leq. Thus, noise resulting from HVAC and refrigeration uses would be well below the City's Municipal Code noise standards and typical ambient noise levels in the Project area. A less than significant impact would occur.

The parking area would function as an area source for noise, which means that noise would attenuate at a rate of 3 dBA with each doubling of distance. The closest employee parking lot to the nearest noise-sensitive receivers (the residences to the northeast) is proposed to be situated on the northeast side of the proposed building, approximately 550 feet from the center of drive-aisle to the nearest residence. At a distance of 550 feet, parking lot noise levels would be approximately 25 dBA Leq, not accounting for shielding from the intervening buildings. Accounting for the acoustical shielding, the parking lot noise level would be approximately 15 dBA Leq which is well below the applicable noise daytime standard of 50 dBA and nighttime standard of 45 dBA and a less than significant impact would occur.

Truck loading docks would be located on the east side of the warehouse building, approximately 770 feet from the nearest noise-sensitive receivers. Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity at the

nearest residence would produce noise levels of approximately 49 dBA Leq. However, the proposed design of the warehouse building would provide a substantial amount of noise reduction by blocking the noise path (i.e., the direct line-of-sight) between the truck loading dock area and the residences. Accounting for this acoustical shielding, the truck loading dock noise at the nearest noise-sensitive land use is estimated to be approximately 26 dBA Leq which is well below the applicable noise daytime standard of 50 dBA and nighttime standard of 45 dBA.

The standby generator to be used in the event of power failure would be located adjacent to the electrical room along the northeastern side of the proposed building and would be fitted with a Level 1 acoustic enclosure. The standby generator is estimated to be in the 1000-horsepower/600 kW range and is anticipated to produce sound levels equivalent to or lower than 79 dBA measured at a reference point of 23 feet (Appendix N). Noise produced by the standby generator at the nearest residences located 500 feet from the Project site is estimated at 39.2 dBA. The combined Project-related noise levels with the standby generator operating compared to the measured existing noise level at the nearest residence would result in a 0.1 dB increase compared to the existing measured ambient noise level (Appendix N). Therefore, the noise level increase associated with the operation of the Project with the standby generator, relative to the existing noise environment, would be less than significant.

Finally, the Project would result in a daily increase of 58 truck trips and a daily decrease in 172 passenger vehicle trips. Thus, the net number of vehicles would be 114 fewer than existing conditions on a daily basis (Appendix N). On an hourly basis, the Project would result in a net reduction of 39 AM and 42 PM trips. During the AM peak hour, 40 fewer passenger car trips would occur, while 1 additional truck trip would occur. Therefore, Project induced traffic volumes would not result in a significant increase in noise levels at existing adjacent properties. Therefore, Project operational impacts would be less than significant.

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. At distances ranging from 150 to 500 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.006 in/sec PPV. Based on maximum acceptable continuous vibration damage threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise receiver locations. Additionally, the vibration levels reported at the receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Furthermore, the proposed warehouse building is not expected to generate significant amounts of ground-borne noise or vibration during Project operation (Appendix N). 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?

Less than Significant Impact: No private airstrips exist in the Project vicinity. The nearest airport is El Monte Airport, located approximately 3.3 miles northwest of the Project site. The closest heliport is the LA County Sheriff's Department Heliport located approximately 0.7 miles southeast of the Project site. Though the Sheriff's Heliport in the City does not have a specific land use compatibility plan, it is subject to the general policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The ALUP identifies <70 dBA CNEL as "Satisfactory" for industrial uses. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the General Plan. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

	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)
- Industry Municipal Code

Findings of Fact: The Project site is fully developed with one (1) existing building totaling 90,828 square feet that is utilized for manufacturing purposes. The Project proposes to replace the existing building with one (1) industrial building totaling 165,537 square feet to be utilized for manufacturing uses. 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. The City of Industry General Plan Section 1.5.1 A Hub for Regional Business and Employment, 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 warehousing purposes, ancillary outdoor storage, and parking. 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 rations, 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)
- Industry Municipal Code

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 to the Project site is Los Angeles Department Station No. 26, located in the City of La Puente approximately 1.4 miles northeast of the Project site. The City of Industry is served by the Los Angeles County Sheriff's Department. The Industry Sheriff's Station is located at 150 N. Hudson Ave, approximately 0.8 miles east of the Project site.

The Project site is located within the boundaries of the Hacienda La Puente Unified School District which provides public school facilities to accommodate students. The nearest school is Nelson Elementary School, which is located approximately 0.5 miles northeast of the Project site. Other surrounding schools include La Puente High School located approximately 0.8 miles southeast of the Project site, and Sparks Elementary School and Fred M. Sparks Junior High School located approximately 0.9 miles northeast 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 rations, 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 the one (1) existing building onsite totaling 90,828 square feet and the construction of one (1) new industrial building totaling 165,537 square feet. Based on the increase in building square footage of 74,709 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, 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 of Industry 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 0.8 miles east of the Project site. The subject property is currently developed with one (1) existing industrial building totaling 90,828 square feet, used for manufacturing purposes. The Project would include the demolition of the existing structure and the construction of one (1) new industrial building totaling 165,537 square feet. Based on the increase in building square footage of 74,709 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 industrial facility 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 of Industry 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. June 25, 2020.
- Memorandum Vehicle Miles of Travel (VMT) Assessment for 14940 Proctor Avenue for Development Plan No. 23-01. CNC Engineering, March 23, 2023 (Appendix N).

Findings of Fact: According to the City's General Plan, the Project site is designated as Employment and is zoned for Industrial (M) uses. the Project site is bounded by Proctor Avenue to the north and South 9th Avenue to the east. The proposed Project would demolish the existing building onsite totaling 90,828 square feet used for manufacturing purposes and construct one (1) warehouse building totaling 165,537 square feet. Additional site improvements include repaving of asphalt, 216 parking stalls, installation of walkways, the installation of drought tolerant landscaping, and two (2) biofiltration basins abutting Proctor Avenue and one (1) biofiltration basin abutting South 9th Avenue. Access to the Project will be provided via one (1) twenty-eight-foot (28') wide driveway and one (1) thirty-foot (30') wide driveway off Proctor Avenue, and one (1) forty-foot (40') wide driveway off South 9th Avenue. According to Figure 5: Roadway Classification Plan of the General Plan, Proctor Avenue and South 9th Avenue are classified as Collector Streets. The Project site is surrounded by industrial, and warehousing uses to the north, south, east and west.

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. VMT Assessments for the Project were prepared on April 5, 2023, by CNC Engineering (Appendix O).

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 purposes of analyzing transportation impacts under CEQA. One of the three project screening criteria adopted by the City is Transit Priority Area (TPA) screening which identifies Transit Priority zones that are screened out of further VMT analysis due to being within one-half mile of a major transit stop. 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 TPA criteria as the Project is within one-half mile of a major transit stop and is therefore in a TPA zone. The Project therefore does not require any additional VMT analysis and impacts are 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 Impact: 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 90,828 square feet that were formerly utilized for light industrial and general commercial uses. The proposed Project would replace the existing use with one (1) new industrial warehouse building totaling 165,537 square feet. Direct access to the Project site is provided via one (1) twenty-eight-foot (28') wide driveway and one (1) thirty-foot (30') wide driveway off Proctor Avenue, and one (1) forty-foot (40') wide driveway off South 9th Avenue. Access to the Project accommodates truck and passenger vehicles entering and exiting the site.

Construction Related Impacts

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 would occur on-site within the existing boundaries. All staging of construction vehicles will occur on site. 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 Transit Priority zone located within one half mile of a major transit station. Since the Project is located in a TPA, the Project is screened out and no further VMT analysis is required (Appendix Q). Therefore, the Project would have a less than significant impact and would not conflict with SB 743.

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.	66
	Total Spaces Required	216
	Additional Spaces Provided	0
	TOTAL	**216**

As illustrated above, the total building area of 165,537 square feet would require 216 parking stalls. The Project includes 165 standard parking stalls, 7 accessible stalls, 11 electric vehicle (EV) stalls, and 33 EV-ready stalls. Additionally, the Project will include ten bicycle racks. Thus, the proposed parking for the industrial building complies with the City's Municipal Code. Therefore, impacts related to parking requirements would be less than significant.

Transit and Pedestrian Facilities

The Project is located in an urban, built-up environment and the nearest transit stops to the Project site are located on Valley Boulevard, approximately 0.3 miles east of the Project site. The Project would not impede access to these transit stops or surrounding stops. The Project will include sidewalk along the Project frontage on Proctor Avenue and South 9th Avenue, which is consistent with the existing sidewalk at the Project site. Therefore, impacts related to transit and pedestrian facilities would be less than 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) concerning 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 adopted a resolution approving 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 TPA and 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 Project is located in the southwest corner of Proctor Avenue and South 9th Avenue. The streets and intersections surrounding the Project are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating industrial activities at the Project site. Direct access to the Project site is provided via one (1) twenty-eight-foot (28') wide driveway and one (1) thirty-foot (30') wide driveway off Proctor Avenue, and one (1) forty-foot (40') wide driveway off South 9th Avenue. 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 via one (1) twenty-eight-foot (28') wide driveway and one (1) thirty-foot (30') wide driveway off Proctor Avenue, and one (1) forty-foot (40') wide driveway off South 9th Avenue. 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)
- Industry Municipal Code
- 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 June 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 June 21, 2023. The Gabrieleño

Band of Mission Indians – Kizh Nation provided mitigation measures on July 3, 2023 which are incorporated into this Initial Study/Mitigated Negative Declaration (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 buildings totaling 90,828 square feet that was formerly utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 165,537 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 June 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 a perennial community, adjacent to sacred water courses, and major traditional trade routes. However, the Project site is not listed or eligible for listing in the California Register of Historical Resources. 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 with the Project site,

Section 15064.5 of the CEQA Guidelines, and subdivision (c) of Public Resources Code section 5024.1, define 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 site and does not meet the criteria for listing of historical resources in the California Register, or in a local register of historical resources. 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, 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. 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 June 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 a perennial community, sacred water courses, and major traditional trade routes within the general vicinity of the Project site. Therefore, it is possible that TCRs exist at depth given the prehistoric occupation of the region. TCRs may still be uncovered during grading activities. Consequently, 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)

CUL-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 grounddisturbing 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.

CUL-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.

CUL-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 Resources 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
- Los Angeles County Sanitation Districts (LACSD), Wastewater (Sewage) Facilities, San Jose Creek Water Reclamation Plant
- 2020 Urban Water Management Plan San Gabriel Valley Water Company (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.
- Drainage and LID Report for 14940 Proctor Avenue, Industry. Encompass Consultant Group. December 1, 2024 (Appendix L).

Findings of Fact: The Project site is currently built out with one (1) industrial building totaling 90,828 square feet that was formerly utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 165,537 square feet. The Project consists of minor infrastructure improvements such as the installation of fire hydrants.

Domestic Water

The Project site is located in the service boundaries of the San Gabriel Valley Water Company (San Gabriel). San Gabriel utilizes locally produced groundwater from the Main San Gabriel Basin and Central Basin. San Gabriel also has the ability to deliver imported water through a connection with the Metropolitan Water District of Southern California, as well as emergency interconnections with several surrounding water agencies to ensure the reliability of its water supply (UWMP, 2020). San Gabriel's water supply sources include groundwater pumped from the Main San Gabriel Basin and Central Basin; treated, imported surface water purchased from Metropolitan Water District of Southern California through Central Basin Municipal Water District (CBMWD), and recycled water purchased from the Los Angeles County Sanitation Districts for landscape irrigation. San Gabriel's main source of water supply is groundwater pumped from the Main San Gabriel Basin (UWMP, 2020). According to the 2020 Urban Water Management Plan (UWMP), the Basin has not experienced water supply constraints or deficiencies. The UWMP shows that the Basin's base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands.

Wastewater Treatment

The Project is designed to accommodate warehouse and distribution for cold storage uses. The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' 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 Public Works Department 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 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 90,828 square feet that was formerly utilized for manufacturing purposes. The proposed Project would replace the existing use with one (1) new industrial building totaling 165,537 square feet. Water connection to the Project site will be provided via an existing 8" Water Main on Proctor Avenue. Water demands from the proposed Project are anticipated to be similar to other industrial land uses. Therefore, Project water demands would not result in the relocation or construction of new or expanded water facilities and 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 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. 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: San Gabriel Valley Water Company provides potable and domestic water to the Project area. San Gabriel receives its water supply from the Main San Gabriel Groundwater Basin (Basin). According to the 2020 UWMP for San Gabriel, the Basin has not experienced water supply constraints or deficiencies. Table 19-1 describes data from the UWMP which shows that San Gabriel's supply and demand comparison 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	40,222	40,751	41,285	41,713	42,144
	Demand Totals	40,222	40,751	41,285	41,713	42,144
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	41,385	41,930	42,479	42,919	43,363
	Demand Totals	41,385	41,930	42,479	42,919	43,363
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	46,289	46,899	47,513	48,005	48,501
	Demand Totals	46,289	46,899	47,513	48,005	48,501
	Difference	**0**	**0**	**0**	**0**	**0**
Fourth Year	Supply Totals	45,157	45,751	46,350	46,831	47,315
	Demand Totals	45,157	45,751	46,350	46,831	47,315
	Difference	**0**	**0**	**0**	**0**	**0**
Fifth Year	Supply Totals	36,072	36,547	37,025	37,409	37,796
	Demand Totals	36,072	36,547	37,025	37,409	37,796
	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. San Gabriel 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 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 to 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 (Ord. 686 § 1 (part) 2002). 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 165,537 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 9,261 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	146,337	0.0625 pounds	9,146 (lbs/day)
Office	19,200	0.006 pounds	115.2 (lbs/day)
Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)			

The Project would consist of one (1) building which will include 146,337 square feet for warehouse and distribution space with the remaining 19,200 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 Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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)
- Industry Municipal Code
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map
- Air Quality, Greenhouse Gas, and Energy Technical Report, 14940 Proctor Avenue Warehouse Project. Dudek, September 2023. (Appendix B)
- Drainage and LID Report 14940 Proctor Avenue, Industry. Encompass Consultant Group. December 1, 2023 (Appendix L).

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 Regulation. These standards will be considered when constructing the new facility on 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 Los Angeles County Fire Department 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 a VHFSZ located approximately 1.0 mile west of the Project site, north of SR-60.

Discussion of Impacts

If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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: The Project site is 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 (Appendix B).

The nearest open space and urban interface classified as Very High Fire Hazard Severity Zone is located approximately 1 mile west 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 storm drain 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 L). 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 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-: 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 prior to Project construction activities. 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 CFGC, the nesting bird survey shall occur no earlier than 15 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	Applicant and City of Industry	Prior to start of Construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	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 Discovery Treatment and Protocol**. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed Project, all construction work occurring within 50 feet of the find should immediately stop and a qualified archaeologist should be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. If human remains or suspected human remains are discovered, all construction work occurring within 50 feet of the find should immediately stop. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted. Within 60 days following completion of ground disturbance, an archaeological monitoring report shall be prepared and submitted to the City for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily	Applicant and City of Industry	During ground disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	monitoring logs. The final report shall be submitted to the SCCIC. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.			
V. Cultural Resources	**CUL-2: Retention of a Qualified Archaeologist.** A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified for the duration of construction activities. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed Project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. If it is determined, based on the survey after the removal of fill soils, that cultural resources are present or may be present that may be impacted during Project construction, further study including subsurface testing as well as archaeological monitoring may be warranted. If it is determined	Applicant and City of Industry	Prior to ground disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.			
V. Cultural Resources	**CUL-3: Workers Environmental Awareness Program Training**. All construction personnel and monitors who are not trained archaeologists shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.	Applicant and City of Industry	Prior to ground disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Geology and Soils				
VII. Geology and Soils	**GEO-1: Grading and Construction** The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Leighton Consulting, Inc. dated December 6, 2021 (Appendix K). The recommendations are presented in Section 3.0 Geotechnical Design Recommendations of the report under the following subheadings: site grading, foundation design, slabs-on-grade, cement type and corrosion protection, retaining walls, paving, temporary excavations, trench backfill, drainage and landscaping, additional geotechnical services (pages 15-26).	Applicant and City of Industry approved Geotechnical Engineer	Prior to start of construction	Less than Significant
VII. Geology and Soils	**GEO-2: Inadvertent Discovery** In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist meeting the professional standards of the Society of Vertebrate Paleontology can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as preparation of a			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	paleontological treatment plan and monitoring in the area of the find may be warranted.			
Hazardous Materials				
IX. Hazardous Materials	**HAZ-1 Phase I ESA and Hazardous Materials Report Recommendations** The Project Applicant shall incorporate applicable recommendations provided in the Hazardous Building Material Survey prepared by Partner Engineering and Science, Inc. dated April 29, 2024 (Appendix H). The recommendations are presented in the "Conclusion" section of the report under following headings: Asbestos, Lead-Based Paint and Universal Waste (pages 16-17).	Applicant and City of Industry	During Construction	Less than Significant
IX. Hazardous Materials	**HAZ-2 Soil Management Plan** The Project Applicant shall prepare and implement a Soil Management Plan (SMP) for future site work to address any unexpected issues that may be encountered during demolition, excavation, grading and construction activities at the Project site (Appendix G).	Applicant and City of Industry	Prior to Start of Demolition	Less than Significant
Hydrology and Water Quality				
X. Hydrology and Water Quality	**HYDRO-1 Final LID Plan and Storm Water Pollution Prevention Plan (SWPPP)** The Project Applicant shall submit a final LID Plan and Storm Water Pollution Prevention Plan	City of Industry and Applicant	Prior to issuance of Grading Permit	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	(SWPPP) for approval by the City of Industry prior to grading permit issuance.			
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	**CUL-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	Applicant and City of Industry	Prior to start of ground disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	construction activities performed, locations of grounddisturbing 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.			
XVIII. Tribal Cultural Resources	**CUL-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	Applicant and City of Industry	During construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	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.			
XVIII. Tribal Cultural Resources	**CUL-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	Applicant and City of Industry	During construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	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
14940 Proctor Avenue Site Plan

APPENDIX B
Air Quality, Greenhouse Gas and Energy Technical Report 14940 Proctor Avenue

APPENDIX C
Built Environment Inventory and Evaluation Report
14940 Proctor Avenue

APPENDIX D
Archaeological Resources Assessment for the 14940 Proctor Avenue Warehouse Project

APPENDIX E
Paleontological Resources Inventory Report for the 14940 Proctor Avenue Warehouse Project

APPENDIX F
Phase I Environmental Site Assessment Report 14940 East Proctor Avenue

APPENDIX G
Response to Comments Peer Review of Existing Reports 14940 Proctor Avenue

APPENDIX H
Hazardous Materials Survey Report 14940 East Proctor Avenue

APPENDIX I
Geotechnical Exploration Report Proposed Industrial Building 14940 Proctor Avenue

APPENDIX J
Response to Review Comments Proposed Industrial Building 14940 Proctor Avenue

APPENDIX K
Drainage and LID Report for 14940 Proctor Avenue

APPENDIX L
Peer Review of Revised LID Plan for 14940 Proctor Avenue

APPENDIX M
Noise and Vibration Technical Memorandum 14940 Proctor Avenue

APPENDIX N
Vehicle Miles of Travel (VMT) Assessment for 14940 Proctor Avenue