

PROJECT SUMMARY

Project Title	Truck Trailer Storage Yard
Project No./Case No.	Project No. PRJ2021-002515-(2) Environmental Plan No. RPPL2024001806
Related Case No(s).	Conditional Use Permit (“CUP”) No. RPPL2021008074
Lead Agency Name & Address	County of Los Angeles Department of Regional Planning (“LA County Planning”) 320 W. Temple Street, 13 th Floor Los Angeles, CA 90012
Location & Custodian of Record of Proceedings	
Staff Contact	Evan R. Sahagun
Staff Email & Phone Number	213-204-9939
Project’s Sponsor/ Project Applicant’s Name & Address	Nathan Battle John Cataldo Associates, Inc. 835 Mission Street, South Pasadena, CA 91030
Project Location	The proposed project site is located at 14500 South Avalon Boulevard in Gardena. The project site is located in the unincorporated West Rancho Dominguez-Victoria Community. The Assessor’s Parcel Number (APN) is 6137-005-032. The project site’s latitude and longitude is 33°53’58.81" N and -118°15’49.21" W. The project site is a flag lot with its only access (driveway) located on the east side of Avalon Boulevard. This access is located approximately 750 feet south of East Rosecrans Avenue and approximately 1,600 feet north of East Compton Boulevard. The nearest regional access to the site is the Interstate 110 (I-110) Freeway located approximately 1.22 miles to the west. The site’s regional location is shown in Exhibit 1. A vicinity map is provided in Exhibit 2. A local map is provided in Exhibit 3.
Assessor’s Parcel Number (APN)	6137-005-032
USGS Quadrangle	Inglewood Quadrangle. California – Los Angeles County. 7.5 Minute Series
Gross Acreage	2.0 acres (87,120 square feet)
LA County Supervisorial District	2

General Plan or Community/Area Plan Designation	IL (Light Industrial)
Planning Area	Metro Planning Area
Zoning/Community Standards District (if applicable)	The site's zoning designation is M-1-IP (Light Manufacturing – Industrial Preservation) and B-1-IP (Buffer Strip – Industrial Preservation). The site is located within the Metro Planning Area Standards District and the West Rancho Dominguez-Victoria Community Standards District.

Brief Description of Project:

The proposed project would involve the construction and subsequent operation of a truck trailer parking facility along with an ancillary two-story office. The existing site access would remain. The proposed project would consist of the following elements:

- *Site Plan.* The proposed use, following development, would remain as a truck and trailer storage area. The location and extent of the site's access would not change. A new two level office and storage building, consisting of 5,547 square feet of floor area, would be constructed in the northern portion of the site. Truck trailer storage, consisting of 58 stalls along with the internal circulation, would be provided in the remainder of the site. The site's zoning designation is M-1-IP and B-1-IP.
- *New Building.* A new two-story office and warehouse building, consisting of 5,547 square feet of new floor area, would be constructed in the northern portion of the site. The first floor would consist of 2,832 square feet and would include 1,197 square feet of office and 1,635 square feet of storage. The second floor would consist of 2,715 square feet of office. The new building would include offices, storage rooms, and restrooms. The storage area on the first floor would be accessible to vehicles by a new roll-up door. The building's footprint would be 2,965 square feet. The proposed building's maximum height would be 28 feet. The new building would consist of Type III-B construction and would be fully sprinkled.
- *Truck Trailer Storage Area.* A new resurfaced parking area would be improved for the proposed truck trailer storage yard. A total of 58 designated spaces would be provided for truck trailers. The dimensions of these trailer stalls would be 10 feet by 53 feet. A total of 8 parking spaces for the truck tractors would be located south of the new office building. Drive aisles and maneuvering areas are also located in the storage yard.
- *Other Parking.* A total of 5 parking stalls would be located to the west of the new office/warehouse building. Two of the spaces would be van accessible and one space would be Americans with Disabilities Act (ADA) parking. Four of the stalls would be EV or EV ready. An additional ADA stall would be located near the building's main public entry on the east side. A bicycle rack for two bicycles would also be provided.
- *Lighting.* A total of 9 new light poles would be installed around the site's perimeter with 2 poles located along the site's north side, 2 poles located along the east side, 3 poles located

along the site's south side, and 2 poles located along the site's west side. The new poles would have a height of 30 feet.

- **Walls and Fencing.** The proposed project would involve the construction/installation of new perimeter walls and fencing. A new 6-foot high, chain-link fence would be installed along the site's west side. An existing 8-foot high concrete masonry wall that extends along the project site's north side, would be retained. A new 8-foot high concrete block wall would be installed along the site's east side. Finally, a new 6-foot high wrought iron fence would be installed along the site's south side.
- **Access.** The proposed project site is a "flag lot" with access provided by a driveway connection with the east side of Avalon Boulevard. This driveway has a width of 26 feet and is paved in asphalt/concrete (A/C). The driveway is set back from Avalon Boulevard for a distance of 288 feet and six inches from the Avalon Boulevard right-of-way. A manual swinging gate would be located 55 feet from the Avalon Boulevard entrance. The gate would remain open during business hours. Two existing power poles are located along the driveway's north side.
- **Landscaping.** Landscaping would total 6,748 square feet and would be installed in the site's east, north, and south perimeters.
- **Utilities.** The proposed project would connect to existing water and sewer line connections in Avalon Boulevard. The sewer lateral will connect to an existing sewer manhole on the east side of street, approximately 450 feet south of the project site.

The proposed project is summarized below in Table 1.

Table 1 Project Summary

Project Element	Description
Site Area	2.00-acres (87,120 sq. ft.)
Total New Building Floor Area	5,547 sq. ft.
Office Floor Area	3,912 sq. ft.
Storage	1,635 sq. ft.
Truck Trailer Storage	58 spaces
Other Parking	14 spaces
Landscaping	6,748 sq. ft.

Source: John Cataldo Architects

The on-site photographs are provided in Exhibit 5. The proposed site plan is shown in Exhibit 6.

Surrounding Land Uses & Setting:

The project site is currently occupied by a storage yard that was formerly used for truck and trailer storage. The existing project site is a "flag lot" access provided by a driveway connection with the

east side of Avalon Boulevard. This existing driveway has a width of 26 feet. The driveway and the site is paved in asphalt/concrete (A/C). The site is bounded on the north and south by industrial uses, on the west by Avalon Boulevard, and on the east by a school and residential uses. The surrounding uses are summarized in Table 2.

Table 2 Environmental Setting

Location	Land Use	Zoning Designation
Project Site	Truck Storage	M-1-IP (Light Manufacturing – Industrial Preservation) and B-1-IP (Buffer Strip – Industrial Preservation)
North of the Site	Industrial	M-1-IP and B-1-IP
East of the Site	Elementary school	R-1 (Single Family Residential)
South of the Site	Industrial	M-1-IP and B-1-IP
West of the Site	Roadway	M-1-IP, Avalon Boulevard, M-2-IP (Heavy Manufacturing – Industrial Preservation)

Source: Los Angeles County

Aerial photographs of the project site is provided in Exhibits 4 and 5.

Native American Consultation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1?

☒ Yes ☐ No

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 21080.3.2.) 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.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):

Public Agency

Approval Required

Concurrent projects in the area:

Project/Case No.

Description and Status

Reviewing Agencies: [See [CEQA Appendix B](#) to help determine which agencies should review your project]

Responsible Agencies:

- ☒ None
 Regional Water Quality
 Control Board:
 ☐ Los Angeles Region
 ☐ Lahontan Region
☐ Coastal Commission
☐ Army Corps of Engineers
☐ LAFCO

Special Reviewing Agencies:

- ☒ None
☐ Santa Monica Mountains
 Conservancy
☐ National Parks
☐ National Forest
☐ Edwards Air Force Base
☐ Resource Conservation
 District of Santa Monica
 Mountains
☐ California State University
 Fullerton (Historical
 Resources Information
 Center)

Regional Significance:

- ☒ None
☐ SCAG Criteria
☐ Air Quality
☐ Water Resources
☐ Santa Monica Mtns. Area
☐

Trustee Agencies:

- ☒ None
☐ State Dept. of Fish and
 Wildlife
☐ State Dept. of Parks and
 Recreation
☐ State Lands Commission
☐ University of California
 (Natural Land and Water
 Reserves System)

County Reviewing Agencies:

- ☒ Department of Public Works
☒ Fire Department
 - Planning Division
☐ Sanitation District
☒ Public Health -
 Environmental Health
 Division
☒ Sheriff Department
☐ Parks and Recreation
☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially significant impacts affected by this project.

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

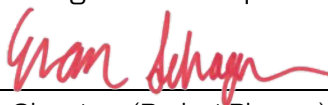
DETERMINATION (To be completed by the Lead Agency)

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** will be 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 analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Evan R. Sahagun

Print Name (Project Planner)



Signature (Project Planner)

9/1/2026

Date

Elsa M. Rodriguez

Print Name (Section Head)



Signature (Section Head)

9/1/2026

Date

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 the 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 will 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 Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 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) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

PROJECT DESCRIPTION

Project Location

The proposed project site is located at 14500 S. Avalon Boulevard in Gardena. The project site is located in the unincorporated West Rancho Dominguez-Victoria Community. The Assessor's Parcel Number (APN) is 6137-005-032. The project site's latitude and longitude is 33°53'58.81" N and -118°15'49.21" W. The project site is a flag lot with its only access (driveway) located on the east side of Avalon Boulevard. This access is located approximately 750 feet south of East Rosecrans Avenue and approximately 1,600 feet north of East Compton Boulevard. The nearest regional access to the site is the Interstate 110 (I-110) Freeway located approximately 1.22 miles to the west. The site's regional location is shown in Exhibit 1. A vicinity map is provided in Exhibit 2. A local map is provided in Exhibit 3.

Overview

The proposed project would involve the construction and subsequent operation of a truck trailer storage facility along with an ancillary 2-story office. The proposed use, following development, would remain as a truck and trailer storage area. The location and extent of the site's access would not change. A new two level office and storage building, consisting of 5,547 square feet of floor area, would be constructed in the northern portion of the site. Truck trailer storage, consisting of 58 stalls along with the internal circulation, would be provided in the remainder of the site. A new two level office and warehouse building consisting of 5,547 square feet of floor area would be constructed in the northern portion of the site. The first floor would consist of 2,832 square feet and would include 1,197 square feet of office and 1,635 square feet of storage. The second floor would consist of 2,715 square feet of office. The new building would include offices, storage rooms, and restrooms. The building's footprint would be 2,965 square feet. The proposed building's maximum height would be 28 feet. The new building would consist of Type III-B construction and would be fully sprinkled. A new resurfaced parking area would be improved for the proposed truck trailer storage yard. A total of 58 designated spaces would be provided for truck trailers. The dimensions of these trailer stalls would be 10 feet by 53 feet. A total of 8 parking spaces for the truck trailers would be located south of the new office building. Drive aisles and maneuvering areas are also located in the storage yard. A total of 5 parking stalls would be located to the west of the new office/warehouse building. The proposed project site is a "flag lot" with access provided by a driveway connection with the east side of Avalon Boulevard.

ENVIRONMENTAL SETTING

Existing Conditions and Site Characteristics

The project site is currently occupied by a storage yard that was formerly used for truck and trailer storage. The existing project site is a “flag lot” access provided by a driveway connection with the east side of Avalon Boulevard. This existing driveway has a width of 26 feet. The driveway and the site is paved in asphalt/concrete (A/C). The site is bounded on the north and south by industrial uses, on the west by Avalon Boulevard, and on the east by a school and residential uses. The surrounding uses are summarized in Table 3.

Table 3 Environmental Setting

Location	Land Use	Zoning Designation
Project Site	Outdoor storage yard for truck trailers	M-1-IP (Light Manufacturing – Industrial Preservation) and B-1-IP (Buffer Strip – Industrial Preservation)
North of the Site	Warehouse, outdoor storage yard	M-1-IP and B-1-IP
East of the Site	Elementary school, single-family residences	R-1 (Single Family Residential)
South of the Site	Outdoor storage yard	M-1-IP and B-1-IP
West of the Site	Roadway, outdoor storage yard	M-1-IP, Avalon Boulevard, M-2-IP (Heavy Manufacturing – Industrial Preservation)

Source: Los Angeles County

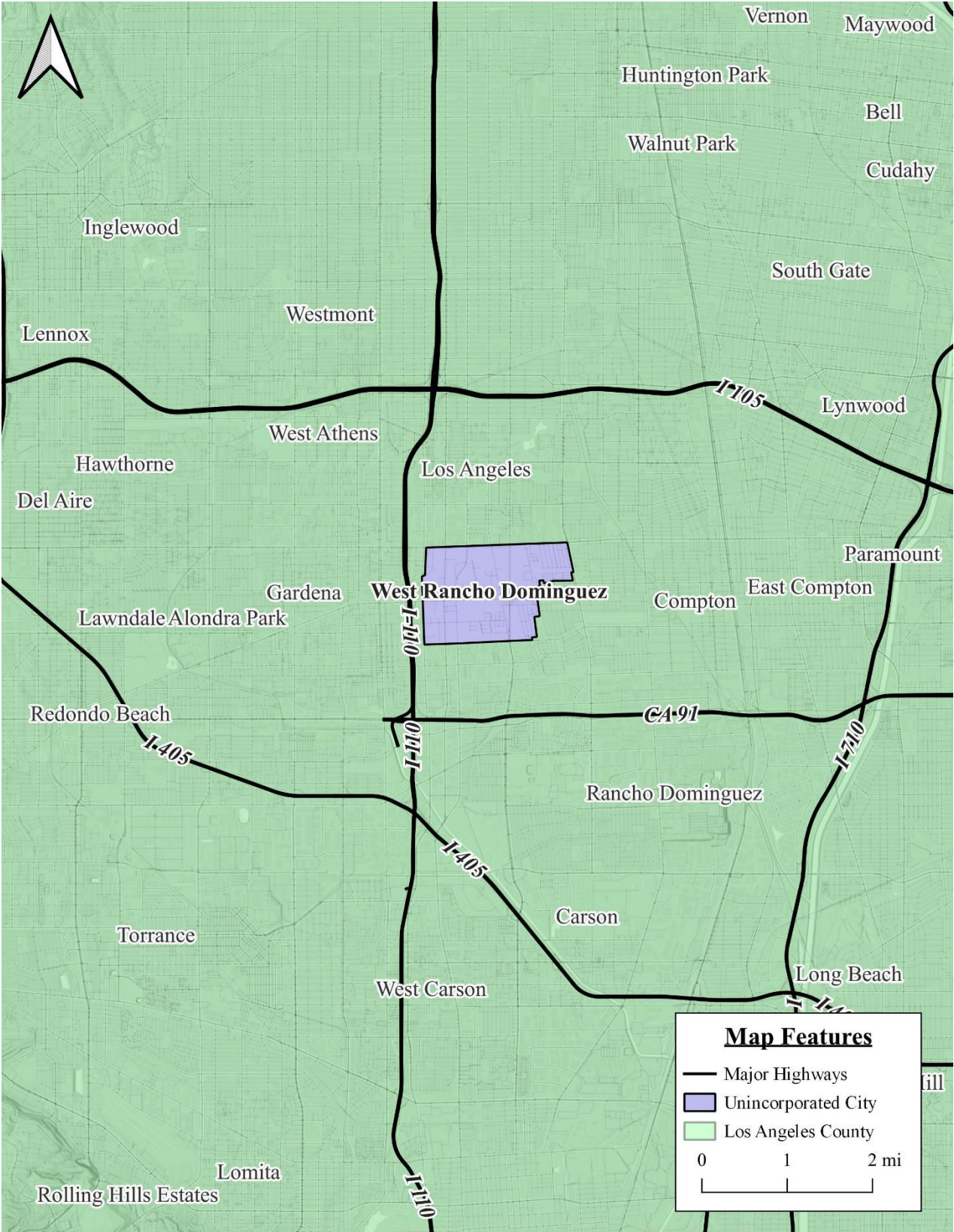


EXHIBIT 1 REGIONAL MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

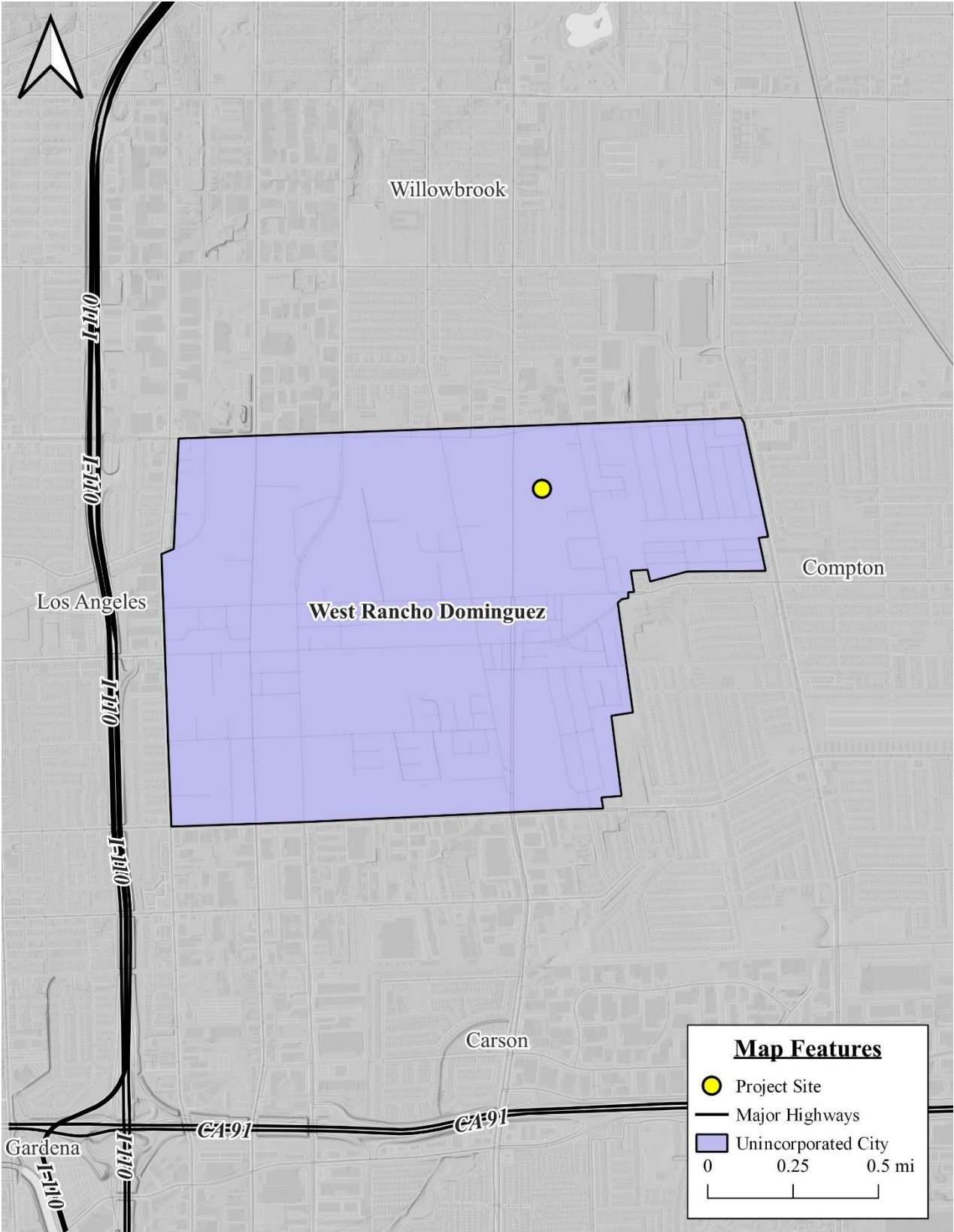


EXHIBIT 2 AREA MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 3 VICINITY MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

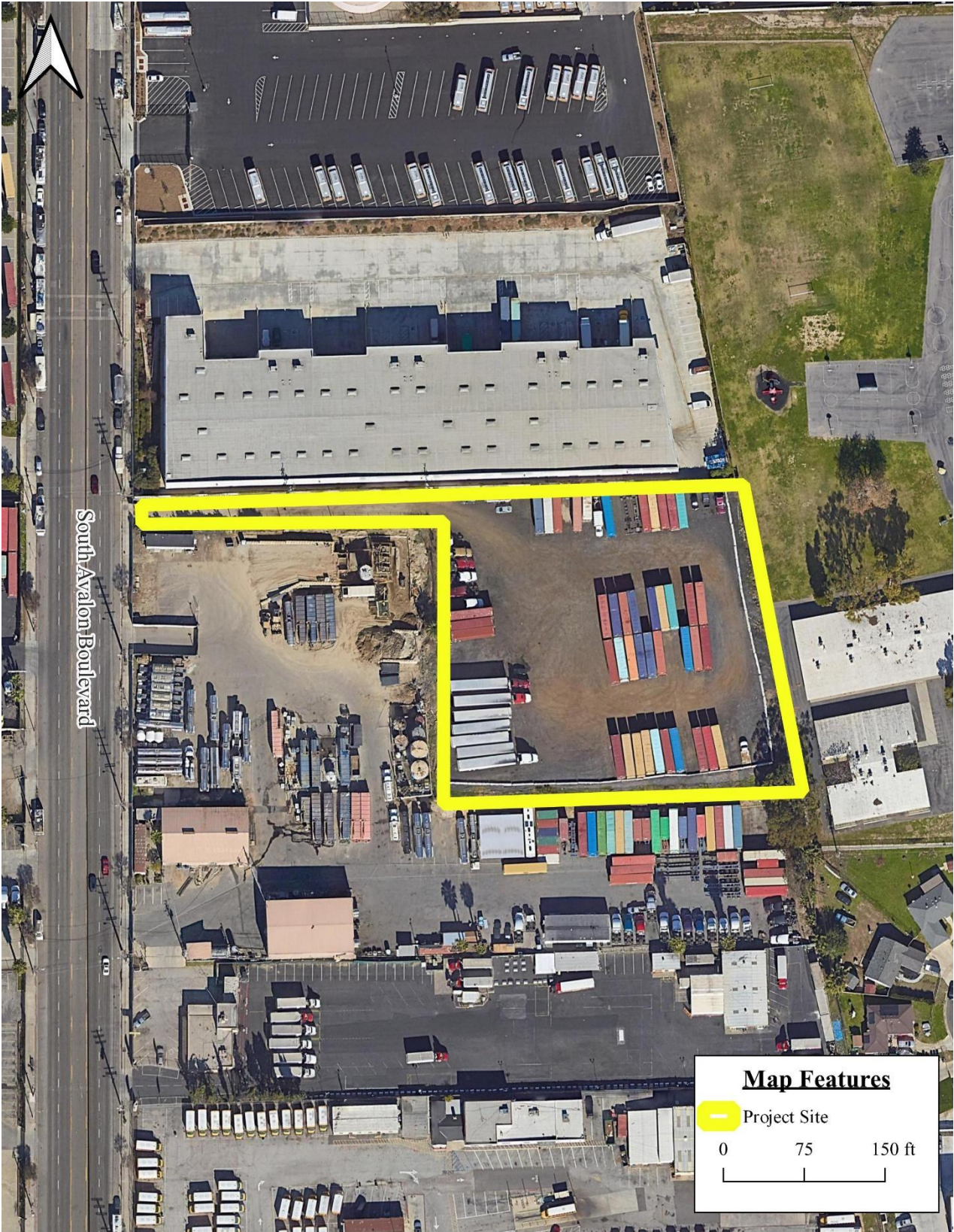


EXHIBIT 4 AERIAL PHOTOGRAPH
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 5 ON SITE PHOTOGRAPHS
SOURCE: **BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**



ENVIRONMENTAL IMPACT ANALYSIS

I. Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code §21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☐	☒
c. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
d. Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☐	☐	☒
e. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov
- County of Los Angeles. Los Angeles County 2035 General Plan.

- a. Have a substantial adverse effect on a scenic vista?

No Impact. The project site is currently paved over and was being used for truck trailer storage. The San Gabriel Mountains are located approximately 28 miles to the north of the site and the Pacific Ocean is located approximately 9.0 miles to the west. Because of the surrounding development, none of these are readily visible and the proposed project will not significantly impact any views of these resources. These views have already been obstructed by existing development. There are no other scenic vistas present in the vicinity of the project site that would be affected by the implementation of the proposed project. *As a result, no impacts would occur.*

- b. Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

No Impact. The project site is currently occupied by a storage yard that was formerly used for truck and trailer storage. The existing project site is a “flag lot” access provided by a driveway connection with the east side of Avalon Boulevard. There are no existing or proposed trails located adjacent to the proposed project site is bounded on the north and south by industrial uses, on the west by Avalon Boulevard, and on the east by a school and residential uses. *Due to the lack of such trails in the immediate area, the proposed project would not be visible from or obstruct views from a regional riding, hiking, or multi-use trail.*

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

No Impact. The West Rancho Dominguez-Victoria Community Plan does not include any designated scenic corridors in the vicinity of the project site. According to the California Department of Transportation, there are no State or County designated scenic highways adjacent to the project site. In addition, there are no scenic trees, rock outcroppings, or historic structures located on the property. The project site is disturbed and was formerly used for truck storage. The site does not contain any scenic rock outcroppings. Lastly, the project site does not contain any buildings listed in the State or National register (refer to Section 3.5). *As a result, no impacts on scenic resources would occur.*

- d. Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

No Impact. The proposed new building will feature new, modern architecture, and will be an improvement over the existing visual character of the property. The site is not readily visible from the Avalon Boulevard right-of-way. *As a result, no impacts would occur.*

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

Less than Significant Impact. Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. For example, lighting emanating from unprotected or unshielded light fixtures may shine through windows that could disturb the residents inside. This light spillover is referred to as light trespass which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Sensitive receptors refer to land uses and/or activities that are especially sensitive to light and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities. Light sensitive land uses (residential) are located in close proximity to the site along the site’s east side. A total of 9 new light poles would be installed around the site’s perimeter with 2 poles located along the site’s north side, 2 poles located along the east side, 3 poles located along the site’s south side, and 2 poles located along the site’s west side. All new lighting would be required to adhere to the County’s current

lighting requirements in the Metro Planning Area Standards District (Section 22.364.070.B.1.e - Lighting). The proposed project would not involve any lighting equipment or signage that would result in any spillover lighting or light trespass. *As a result, the impacts would be less than significant.*

II. Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and 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 non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 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?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.

- California Department of Conservation. State of California Williamson Act Contract Land. [Statewide Important Farmland Finder Map](https://maps.conservation.ca.gov/DLRP/CIFF/) <<https://maps.conservation.ca.gov/DLRP/CIFF/>>.
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

No Impact. The project site is currently paved over and was used for truck storage. The project site does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The West Rancho Dominguez-Victoria Community Plan does not identify any commercial agricultural uses within community's boundaries. The site is zoned M-1-IP and B-1-IP, which permits the proposed use as depicted on the site plan. *As a result, no impacts on prime farmland soils would occur.*

- b. Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?

No Impact. The site's zoning is M-1-IP and B-1-IP. The applicable zoning designation does not contemplate large-scale commercial farming or agricultural use. There are no agricultural land uses within the project site or on the adjacent parcels. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract. *As a result, no impacts on existing Williamson Act Contracts would occur.*

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?

No Impact. The project site is located in the midst of an urban area, as identified by the U.S. Census Bureau, and no forest lands are located within the vicinity. The General Plan and zoning designations applicable to the project site do not provide for any forest land preservation. *No impacts on forest land or timber resources would result.*

- d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest lands are found within the immediate area of the project site nor does the applicable land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands would result from the proposed project's implementation. *As a result, no impacts would occur.*

- 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?

No Impact. No agricultural activities or farmland uses are located on the project site or within the surrounding area. The proposed project would not involve the conversion of any existing farmland area to an urban use. *As a result, no impacts would occur.*

III. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any pollutant criteria 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?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.
- Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- a. Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

No Impact. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2022 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:

- Consistency Criteria 1 refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- Consistency Criteria 2 refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3. According to the Growth Forecast Appendix prepared by SCAG, the County's future projected population in the unincorporated areas for the year 2040 is projected to increase by 233,000 persons from the 2012 population. The potential increase of two to five employees would not result in an exceedance. The population increase from the proposed project will be well within the projections provided by SCAG and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP would occur.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. According to the SCAQMD, any project is significant if it triggers or exceeds the SCAQMD daily emissions threshold identified previously and noted at the bottom of Tables 4 and 5. The proposed project's construction and occupancy would not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.21). For air quality modeling purposes, a twelve-month period of construction for all construction phases was assumed. Appendix A – Air Quality Report shows the CalEEMod report.

Table 4 Estimated Daily Construction Emissions

Construction Phase	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	7.54	14.7	15.8	0.03	7.99	4.09
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.21

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 5 also used the CalEEMod V.2022.1.1.21 computer model. The analysis summarized in Table 5 indicates that the operational (long-term) emissions would be below the SCAQMD daily emissions thresholds.

Table 5 Estimated Operational Emissions in lbs./day

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	0.32	0.14	1.31	--	0.23	0.06
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.21

The analysis presented in Tables 3 and 4 reflects projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 4 and 5, the impacts are considered to be less than significant. In addition, the SCAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Among these regulations is Rule 403.2 – Fugitive Dust Control for the South Coast Planning Area, which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within the district. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition would minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations would further reduce the potential impacts. As a result, the impacts would be less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The project area is located in the midst of urban development. The nearest sensitive receptors are the residential units located and the elementary school located to the east of the site. According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. As indicated in the previous section (refer to Tables 4 and 5), the proposed project would not result in an exceedance of SCAQMD thresholds. As indicated in Table 6 the project is anticipated to exceed construction LSTs for particulates, NOx, or CO. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated

or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Table 6 Local SEA Thresholds Exceedance SRA 3 for 2 Acre of Disturbance (site is 2 acres)

Emissions	Maximum Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	0.14	Operation	131	128	139	165	233
	14.7	Construction	131	128	139	165	233
CO	1.31	Operation	967	1,158	1,597	2,783	7,950
	15.8	Construction	967	1,158	1,597	2,783	7,950
PM ₁₀	0.23	Operation	2	6	9	16	36
	7.99	Construction	8	23	37	65	148
PM _{2.5}	0.06	Operation	1	2	3	6	20
	4.09	Construction	5	7	12	25	81

Source: CalEEMod Version 2022.1.1.20

As indicated in Table 6, the proposed project's LST impacts would be below SCAQMD thresholds. *As a result, the impacts would be less than significant.*

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

No Impact. The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed project would be used for trailer storage and is not anticipated to create any objectionable odors. *As a result, no impacts would occur.*

IV. Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, 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. Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?	☐	☐	☐	☒
f. Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?	☐	☐	☐	☒
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- California Department of Fish and Wildlife. [Biogeographic Information and Observation System \(BIOS\) Viewer](https://wildlife.ca.gov/Data/BIOS) <https://wildlife.ca.gov/Data/BIOS>.
- U.S. Fish and Wildlife Service. [National Wetlands Inventory Map](https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper) <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>.

- Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

No Impact. The project site is currently paved over and was being used for truck trailer storage. No trees or other vegetation are located within the project site boundaries. The site is surrounded on all sides by urban development. The site's zoning is Light Manufacturing and Industrial Preservation and Buffer Strip Zone (M-1-IP and B-1-IP). The site's small size, its disturbed character, and the development in the surrounding areas do not provided for a suitable habitat. No impacts on any candidate, sensitive, or special status species would result. *As a result, no impacts would occur.*

b. Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

No Impact. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there is no natural riparian habitat present within the project site or in the surrounding areas. *As a result, no impacts would result.*

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no riparian or wetland habitats present within the project site or in the surrounding areas. *As a result, the proposed project would not impact any protected wetland area.*

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?

No Impact. As indicated previously, the project site is located in the midst of an urban area and there are no natural bodies of water located in the vicinity of the project site. The aforementioned conditions restrict the site's utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. *As a result, no impacts will occur.*

e. Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean

natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

No Impact. No protected tree species or “Heritage Trees” are located within the project site boundaries. There are a number of small trees located along the S. Avalon Boulevard corridor that would not be affected by the proposed development. No heritage trees will be displaced by future development. *As a result, no impacts would occur.*

- f. Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

No Impact. The project site is currently paved over and was being used for truck trailer storage. No trees or other vegetation are located within the project site boundaries. The site is surrounded on all sides by urban development. The site’s zoning is M-1-IP and B-1-IP. The site’s small size, its disturbed character, and the development in the surrounding areas do not provided for a suitable habitat. No impacts on any candidate, sensitive, or special status species would result. *As a result, no impacts would occur.*

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

No Impact. The proposed project will be restricted to the project site and will not impact any SEA. The nearest SEA to the project site is the Rancho Palos Verdes SEA located approximately 12.6 miles to the southwest of the project site. *As a result, no impacts would occur.*

V. Cultural and Paleontological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- California Office of Historic Preservation. [California Historical Resources](http://ohp.parks.ca.gov/ListedResources/?view=countyandcriteria=19) <<http://ohp.parks.ca.gov/ListedResources/?view=countyandcriteria=19>>.
- U.S. National Park Service, U.S. Department of the Interior. [National Register of Historic Places](https://www.nps.gov/subjects/nationalregister/database-research.htm). <<https://www.nps.gov/subjects/nationalregister/database-research.htm>>
- County of Los Angeles. Los Angeles County 2035 General Plan.

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

No Impact. To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appear the way it did in the past). Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.

A search was conducted using the California Historical Resources database available at the California Office of Historic Preservation website to identify the presence of historic structures within the project site. The search through the State's registrar yielded no results. In addition, a

second search was conducted using the National Register of Historic Places. Again, the search yielded no results. The proposed project would be confined to the existing vacant lot. In addition, the project site does not appear on any State or Federal historic register. The property is not a locally designated landmark or within a locally designated historic district. *As a result, no impacts would occur.*

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

Less than Significant Impact with Mitigation Incorporated. The greater Los Angeles Basin was previously inhabited by the Gabrieleño-people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years. Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. Even though the project site has been disturbed to accommodate the existing on-site development, mitigation is required based on the AB-52 consultation with the Gabrieleño-Kizh Nation. The proposed project would be required to adhere to Cultural and Paleontological Resources Mitigation Measures 1, 2, 3, and 4.

Cultural and Paleontological Resources Mitigation Measure No. 1. Prior to the issuance of a grading permit, the Applicant shall provide evidence to the County of Los Angeles that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

Cultural and Paleontological Resources Mitigation Measure No. 2. The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

Cultural and Paleontological Resources Mitigation Measure No. 3. Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

Cultural and Paleontological Resources Mitigation Measure No. 4. A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the County of Los Angeles prior to building finalization.

Adherence to the required mitigation measures will reduce potential impacts to levels that are less than significant.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. The project would be required to adhere to the previous mitigation measures Cultural and Paleontological Resources Mitigation Measure No. 1 through 4. *This would ensure that potential impacts that directly or indirectly destroy a unique paleontological resource or site or unique geologic feature are reduced to less than significant.*

- d. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. There are no cemeteries present on-site or in the immediate area. The site is currently undeveloped though it has been disturbed. In the event that an unrecorded burial is encountered, conformance to the Health and Safety Code § 7050.5 will be required. The Code section requires the project to halt until the County coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code § 5097.98. Should human remains or archaeological resources be encountered, all construction activities must stop and the Los Angeles County Sheriff must be contacted. CEQA Guidelines §15064.5 of CEQA also regulates the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines. *The aforementioned requirements would reduce the impacts to levels that are less than significant.*

VI. Energy

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

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

Less than Significant Impact. Southern California Edison (SCE) will provide electricity to the project site. Currently, the existing site is currently paved over and is being used for truck and trailer storage. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. A total of 9 new light poles would be installed around the site's perimeter with 2 poles located along the site's north side, 2 poles located along the east side, 3 poles located along the site's south side, and 2 poles located along the site's west side. As shown in Table 7 the proposed project is anticipated to consume 325.1 kWh daily as shown in Table 7.

Table 7 Proposed Project's Electrical Consumption

Project Element	Consumption Rate	Daily Energy Consumption
Office/Storage (5,547)	20.80 kWh/sq. ft./year	316.1 kWh/day
9 exterior light poles	100 watts/pole @ 10	9 kWh/day
Total		325.1 kWh/day

Source: Blodgett Baylosis Environmental Planning and Southern California Edison.

During construction, the proposed project would consume energy related to the use of fuels used to power construction vehicles and other equipment that would be used during site clearing, grading, and construction. Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. The proposed project would be constructed pursuant to the 2022 energy standards of Title 24. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Therefore, no significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction are anticipated and no mitigation measures are required. *As a result, the anticipated energy impacts will be less than significant.*

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. The most recent update became effective January 1, 2020. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant- emitting finish materials. The proposed project will be required to comply with all pertinent Title 24 requirements along with other Low Impact Development (LID) requirements. *As a result, the potential impacts will be less than significant.*

VII. Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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 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. Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective*, USGS Professional Paper 1360, 1985.
- California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*.
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

- County of Los Angeles. Los Angeles County 2035 General Plan.

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 or known fault?

Less than Significant Impact. The Southern California region is bisected by numerous faults, many of which are still considered to be active and many more unknown blind thrust faults are also likely to be present in the area. There are a number of active faults located in the surrounding region that could contribute to localized seismic effects. The nearby faults are summarized below:

- Whittier-Elsinore Fault. The Whittier fault extends over 20 miles from the Whittier Narrows area continuing southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. These two faults, combined with smaller faults, form the Whittier-Elsinore fault zone. This fault is located approximately two miles south of the site.
- Norwalk Fault. The Norwalk fault is an active fault located approximately 16 miles in length and is located approximately two miles to the south of the site.
- Elysian Park Fault. The Elysian Park Fault is located approximately one mile north of the site. in the Montebello and Monterey Park areas. This fault produced the 5.9 magnitude Whittier Narrows earthquake (1987) and is a blind thrust fault that extends from the Puente Hills into downtown Los Angeles.
- San Andreas Fault. The San Andreas Fault is located approximately 60 miles north of the City.

In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The risk of liquefaction is no greater for the project site than the rest of the surrounding area. Lastly, the project site is not at risk for landslides. The project site and the surrounding area is level. The proposed project is at no greater risk for ground shaking, fault rupture, and liquefaction than the surrounding area. *Therefore, the impacts would be less than significant.*

(ii) Strong seismic ground shaking?

Less than Significant Impact. From the California Department of Conservation Earthquake Zones of Required Investigation, the project site is not subject to strong seismic ground shaking. *Therefore, the impacts would be less than significant.*

(iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. From the California Department of Conservation Earthquake Zones of Required Investigation, the project site is located within a liquefaction zone. *However, the project site would be constructed in accordance with the California Building Code to reduce potential impacts to less than significant.*

(iv) Landslides?

Less than Significant Impact. The project site is not at risk for landslides. The proposed project is at no greater risk for ground shaking, fault rupture, and liquefaction than the rest of the City. *Therefore, the impacts would be less than significant.*

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

Less than Significant Impact. According to the United States Department of Agriculture General Soil Map for Los Angeles County, the project site is underlain by the Windfetch, Centinela, Thums, and Sepulveda Soils Complex. This soils association is used extensively for development but is also suitable for development. They are well drained with a high water permeability. *The potential impacts from soil erosion are expected to be less than significant.*

c. Be located on a geologic unit 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. Soils of the Windfetch, Centinela, Thums, and Sepulveda Soils Complex underlie the project site and immediate area. This Soils Association is suitable for development, as evident by the existing land uses. The surrounding area is level and is at no risk for landslides. Lateral spreading is not anticipated to occur because prior development would have compressed the native soils that underlie the project site. In addition, the project site is not prone to subsidence because subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table. The soils that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.2.D), thus no impacts related to unstable soils and subsidence are expected. The site is located in an area that is subject to liquefaction. The level of impact within the project site is the same as that identified for the surrounding area. *As a result, the impacts would be less than significant.*

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?

No Impact. As indicated in Section 3.6.2.C, the soils that underlie the project site are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. Clay is not present in the composition of Windfetch, Centinela, Thums, and Sepulveda Soils Complex. *As a result, no impacts related to expansive soils would occur.*

- 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. No septic tanks will be used as part of proposed project. The proposed project will be required to connect to the existing sanitary sewer system. The wastewater flows originating from the proposed project will discharge to a local sewer line, which is not maintained by the Los Angeles County Sanitation Districts, for conveyance to the Districts' Avalon Boulevard Trunk Sewer, located in Avalon Boulevard at Alondra Boulevard. The wastewater generated by the proposed project will be treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 247.2 mgd. *As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.*

- f. Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

No Impact. The project site would not conflict with the Hillside Management Area Ordinance. The project site does not contain grades of more than 25%. *As a result, no impacts or conflicts related to the County's Hillside Management Area Ordinance would occur.*

VIII. Greenhouse Gas Emissions

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

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023. County of Los Angeles. Los Angeles County 2035 General Plan.

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

Less than Significant Impact. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. The SCAQMD established the 10,000 MTCO₂ threshold for industrial land uses. As indicated in Table 8, the operational CO₂E is 79 MTCO₂ per year, which is well below the threshold.

Table 8 Greenhouse Gas Emissions (Metric Tons/Year)

Source	GHG Emissions (MT/Yr)			
	CO2	CH4	N2O	CO2E
Long-Term –Area Emissions	0.11	--	--	0.11
Long-Term–Energy	42.8	--	--	43.0
Long-Term–Mobile Emissions	30.6	0.01	--	31.1
Long-Term–Total Emissions	76.1	0.09	--	79.0
Total Construction Emissions	206	0.01	--	207
Significance Threshold				10,000 MTCO2E

As indicated in Table 8, the majority of the GHG emissions would originate from mobile sources. *As a result, the potential impacts are considered to be less than significant.*

- b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact The 2045 Los Angeles County Climate Action Plan (2045 CAP) is the County's path toward meeting the goals of the Paris Agreement and achieving carbon neutrality for unincorporated Los Angeles County. The 2045 CAP builds on previous climate action work from the Unincorporated Los Angeles County Community Climate Action Plan 2020 (2020 CCAP), adopted in October 2015 as a subcomponent of the Air Quality Element of the Los Angeles County General Plan 2035 (General Plan). The 2045 CAP identifies strategies, measures, and actions to mitigate GHG emissions. The 2045 CAP is an update to the 2020 CCAP, and it sets new GHG emissions reduction targets beyond the 2020 time frame that are consistent with state goals pursuant to SB 32, AB 1279, and the 2022 Scoping Plan. The 2045 CAP included the following elements:

- A GHG emissions inventory from communitywide activities in unincorporated Los Angeles County in 2018, along with a baseline inventory for 2015.
- Projections of future emissions for 2030, 2035, and 2045.
- GHG emissions reduction targets for 2030, 2035, and 2045.
- A long-term goal for carbon neutrality by 2045. • Climate strategies, measures, and actions to reduce GHG emissions from major sectors.
- Technical modeling appendix to explain the GHG emissions reduction estimates.
- A consideration of environmental justice and equity concerns.
- Implementation and monitoring measures to ensure successful climate action.
- A new development review consistency checklist to allow future projects to streamline GHG emissions analyses pursuant to the California Environmental Quality Act (CEQA).

The 2045 CAP constitutes a qualified GHG emissions reduction plan under CEQA. Future non CEQA-exempt projects requiring discretionary approvals may demonstrate consistency with the

2045 CAP (as a qualified GHG emissions reduction plan) if they are consistent with the General Plan, the 2045 CAP’s future growth projections, and the GHG emissions reduction measures. Projects consistent with the CAP would not require additional GHG emissions analysis or mitigation under CEQA Guidelines Section 15183.5(b)(2), provided that the project’s environmental document identifies 2045 CAP requirements that are applicable to the project, and, for those requirements that are not binding or enforceable, incorporates these requirements as mitigation measures. The 2045 CAP Consistency Checklist (Appendix F) assists with determining project consistency with the 2045 CAP. The 2045 CAP Consistency Checklist provides individual projects the opportunity to demonstrate that they are reducing GHG emissions; it also ensures that future projects facilitated by the 2045 CAP would achieve their proportion of emissions reductions consistent with the assumptions of the 2045 CAP.

Project consistency with the 2045 CAP is demonstrated by incorporating the emissions reduction measures included in the 2045 CAP that apply to new projects. To demonstrate consistency with the 2045 CAP, all projects that do not screen out of the 2045 CAP consistency review process must implement either (1) all feasible applicable checklist measures or (2) for infeasible checklist measures, alternative project emissions reduction measures. The project review checklist will be used in one two ways: (1) For projects consistent with the 2045 CAP, to demonstrate CAP consistency that allows for streamlined project-specific CEQA GHG analysis; or (2) for projects required or electing to prepare project-specific CEQA GHG analyses, to demonstrate that all feasible applicable checklist measures or alternative project emissions reduction measures have nevertheless been implemented, either as project features or as GHG mitigation measures. All projects must demonstrate consistency with the General Plan, the existing land use designation of the current Land Use Element, and the 2021–2029 Housing Element. If a project is consistent with the General Plan, the land use designation of the Land Use Element, or the 2021–2029 Housing Element.

The previous section evaluated the proposed project’s GHG emissions. The analysis determined that the GHG emissions would be below the regionally accepted thresholds. The calculated emissions would not exceed the GHG and criteria air pollutant thresholds and therefore would not interfere with the County’s efforts to monitor and do its part to address climate change. The proposed project would not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. *As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation would occur and the potential impacts are considered to be less than significant.*

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 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 fires, because the project is located:				
i) within a high fire hazard area with inadequate access?	☐	☐	☐	☒
ii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☐	☒
iii) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☐	☒
h. Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List), 2023.
- California State Water Resources Control Board. GeoTracker. 2024.
- Los Angeles County Fire Department. Fire Hazard Severity Zones. 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- a. Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

Less than Significant Impact. The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phases include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. *As a result, less than significant impacts would occur.*

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

No Impact. As indicated in Subsection D, the project site is not listed in either the CalEPA's Cortese List or the EnviroStor database. Additionally, from California State Water Resources Control Board GeoTracker, there are no cleanup site cases located on or near the project site. As a result, the likelihood of encountering contamination or other environmental concerns during the project's construction phase is remote. *As a result, no impacts would occur.*

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

No Impact. The nearest school is the McKinley Elementary School, which is located to the east of the project site. As part of the CUP requirements, the proposed truck trailer storage yard would not be permitted to store hazardous waste onsite. *As a result, no impacts would occur.*

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

No Impact. A review was conducted using the California Department of Toxic Substances Control (DTSC) EnviroStor database. The project site is not included in the list of Cortese sites. Additionally, from California State Water Resources Control Board GeoTracker, there are no cleanup site cases located on or near the project site. As a result, no impacts are anticipated to occur regarding the placement of the proposed project on a Federal or State designated hazardous waste site. *As a result, no impacts 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?

No Impact. The project site is located within two miles of an operational public airport. The nearest airport, the Compton Airport is located in the City of Compton, approximately 1.09 miles to the southeast of the site. This airport is a smaller general aviation airport and the project site is not located in its approach or takeoff zones. As a result, the proposed project will not present a

safety hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area. *As a result, no impacts would occur.*

- f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

No Impact. At no time will any local street (Avalon Boulevard) be closed to traffic during the project's construction and subsequent occupancy. *As a result, no impacts are anticipated.*

- g. (i) Located within a high fire hazard area with inadequate access?

No Impact. According to the Los Angeles County Fire Department Fire Hazard Severity Zones map, the project site is not located within a high fire hazard area. *As a result, no impacts are anticipated.*

- (ii) Located within an area with inadequate water and pressure to meet fire flow standards?

No Impact. Water mains are located within the existing public streets located adjacent to the project site. The existing domestic water reservoirs that serve the area would continue to provide adequate supplies and pressure to serve the proposed project. *As a result, no impacts are anticipated.*

- (iii) Located within proximity to land uses that have the potential for dangerous fire hazard?

No Impact. The surrounding land uses are manufacturing, a school, and residential units., and a concrete lined flood control channel. The project site is not located within proximity to land uses that have the potential for dangerous fire hazard. *As a result, no impacts are anticipated.*

- h. Does the proposed use constitute a potentially dangerous fire hazard?

Less than Significant Impact. The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phases include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. *As a result, no impacts are anticipated.*

X. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or 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 a Federal 100-year flood hazard area or County Capital Flood floodplain; 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, amount, or depth 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?	☐	☐	☒	☐
iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?	☐	☐	☒	☐
d. Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?	☐	☐	☐	☒
e. Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☐	☒
f. Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☐	☒
g. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- FEMA. Flood Zones, Definition/Description. <http://www.fema.gov/floodplain-management/flood-zones>
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

Less than Significant Impact. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in debris, leaves, soils, oil/grease, and other pollutants. Developers would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. Developers will be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the property owner to implement over the life of the project. *With the aforementioned requirements (standard conditions), the impacts would be less than significant.*

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

No Impact. The proposed project will not affect existing groundwater supplies. The proposed project will be connected to the County's water and sewer lines and will not impact a local aquifer. *As a result, no impacts would occur.*

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; 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 project site is currently paved and the site's natural drainage patterns have been altered as a result of the previous construction within the adjacent properties.

In addition, the proposed project will be restricted to the project site and will not alter the course of any stream. The project would be required to comply with the Los Angeles County Municipal Separate Storm Sewer System Permit (MS4 Permit). *As a result, less than significant impacts would occur.*

- (ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. The project site is currently paved and the site's natural drainage patterns have been altered as a result of the previous construction within the adjacent properties. In addition, the proposed project will be restricted to the project site and will not alter the course of any stream. According to Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works (LACDPW), the project site is located within Flood Zone X, which has minimal risk of flooding. Furthermore, a Hydrology Study, dated April 14, 2025, has been reviewed and approved by LACDPW. The Hydrology Study concluded that the post development storm water runoff peak flow rate leaving project site for a 25-year storm condition (2.9 cubic feet per second) is lower than the total pre-developed 25-year storm runoff volume (5.3 cubic feet per second) and is included as **Appendix A**. *As a result, the impacts are less than significant.*

- (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. As discussed above, construction of the proposed project would comply with the NPDES General Construction Activity Permit, which mandates the development and the implementation of a SWPPP. The SWPPP will include measures to control the amount and manner of surface runoff and would prevent surface runoff from discharging into the river channel. Any changes to the existing drainage pattern due to the increase of impervious surfaces would be mitigated through compliance with federal, state, and local regulation. *As a result, less than significant impact would occur.*

- (iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

Less than Significant Impact. As discussed above, construction of the proposed project would comply with the NPDES General Construction Activity Permit, which mandates the development and the implementation of a SWPPP. The SWPPP will include measures to control the amount and manner of surface runoff and would prevent surface runoff from discharging into the river channel. Any changes to the existing drainage pattern due to the increase of impervious surfaces would be mitigated through compliance with federal, state, and local regulation. *As a result, less than significant impact would occur.*

- d. Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?

No Impact. According to the FEMA flood insurance map obtained from LACDPW, the proposed project site is located in Zone X. Areas located within the designated Zone X have a minimal flood hazard and are usually depicted on FIRMS as above the 500-year flood level. Thus, properties located in Zone X are not located within a 100-year flood plain. *As a result, no impacts would occur.*

- e. Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

No Impact. Pursuant to the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch.12.84), the proposed construction and subsequent occupancy of the proposed project is considered new development and is subject to the County's LID Standards Manual. The project site and surrounding area are subject to the LID Ordinance, and the proposed project is located in or directly adjacent to or potentially discharging directly to a sensitive environmental area (SEA) as defined in Section 22.08.190 of Title 22 of the LID Development Standards. In accordance with the County's LID Standards Manual, the project's stormwater management design incorporates an infiltration basin, which will be designed for mitigated low flow, and treatment for the required LID volumes in order to meet the County's LID and stormwater quality requirements. Furthermore, the stormwater management infrastructure will be designed to convey runoff away from the adjacent SEA and other sensitive areas. *As a result, no impacts would occur.*

- f. Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

No Impact. The project will connect to the County's public sewer systems; it will not use an existing or proposed onsite wastewater treatment system (OWTS). As such, the project does not have the potential to impact the surrounding geology due to the use of an OWTS. *As a result, no impacts would occur.*

- g. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is not located near a body of water that is large enough to create a seiche during a seismic event. The project site is located approximately 22 miles north of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. According to the FEMA flood insurance map obtained from LACDPW, the proposed project site is located in Zone X, which have minimal flood hazard. *As a result, no impacts would occur.*

- h. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed project will be required to comply with the policies and plans outlined in the Los Angeles Department of Water and Power (LADWP) 2020 Urban Water Management Plan (UWMP) and the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Developers would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. Developers will be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent

practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the property owner to implement over the life of the project. As a result, no impacts would occur.

XI.
Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

a. Physically divide an established community?

No Impact. The site’s zoning designation is M-1-IP and B-1-IP. The project site is currently occupied by a storage yard that was formerly used for truck and trailer storage. The existing project site is a “flag lot” access provided by a driveway connection with the east side of Avalon Boulevard. This existing driveway has a width of 26 feet. The driveway and the site is paved in asphalt/concrete (A/C). The site is bounded on the north and south by industrial uses, on the west by Avalon Boulevard, and on the east by a school and residential uses. The surrounding uses are summarized in Table 9.

Table 9 Land Use Characteristics

Location	Land Use	Zoning Designation
Project Site	Truck storage	M-1-IP (Light Manufacturing – Industrial Preservation) and B-1-IP (Buffer Strip – Industrial Preservation)
North of the Site	Industrial	M-1-IP and B-1-IP
East of the Site	Elementary school	R-1 (Single Family Residential)
South of the Site	Industrial	M-1-IP and B-1-IP

West of the Site	Roadway	M-1-IP, Avalon Boulevard, M-2-IP (Heavy Manufacturing – Industrial Preservation)
------------------	---------	--

Source: Los Angeles County

The implementation of the proposed project will not result in incompatible land uses. *As a result, no impacts would occur.*

- b. Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed development would be restricted to the project site and will not divide an established neighborhood. The site’s zoning designation is M-1-IP and B-1-IP. Truck storage uses are permitted in this zone with a Ministerial Site Plan Review (SPR) but require a Conditional Use Permit (CUP) on properties in the West Rancho Dominguez-Victoria Community Standards District (CSD) that abut a residential zone, such as the project site does to the east. Truck sales, rental and storage are also permitted in this zone with a SPR. As a result, the proposed project will not result in incompatible land uses. *As a result, no impacts would occur.*

- c. Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

No Impact. The site’s zoning designation is M-1-IP and B-1-IP. Truck storage uses are permitted in this zone with a SPR but require a CUP on properties in the West Rancho Dominguez-Victoria CSD that abut a residential zone, such as the project site does to the east. The proposed project will be restricted to the project site and will not divide an established neighborhood. The development of the project would not conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas. *As a result, no impacts would occur.*

XII. Mineral Resources

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

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.

- California, State of. Department of Conservation. California Oil, Gas, and Geothermal Resources Well Finder.
<https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx>
- County of Los Angeles. Los Angeles County 2035 General Plan.

- 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?

No Impact. The project site does not contain sand, gravel, mineral, or timber resources. In addition, there are no active oil wells or natural resource extraction activities within the project site. Furthermore, the project area is not located within a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that no abandoned wells are located in the vicinity of the project site. *As a result, no impacts on available mineral and energy resources are anticipated.*

- 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?

No Impact. There are no mineral, oil, or energy extraction and/or generation activities located within or near the proposed project site. Review of the General Plan and maps provided by the State Department of Conservation indicated that there are no significant mineral resources located in the vicinity of the project site. The resources and materials used during construction activities will not include any materials that are considered rare or unique. *As a result, the proposed project will not result in any impacts on mineral resources in the region.*

XIII. Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.

- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
 - County of Los Angeles. Los Angeles County 2035 General Plan.
- 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

Less than Significant Impact. Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. The project’s traffic would not be great enough to result in an audible change in traffic noise. The project site is located in an area with substantial ambient noise levels related to vehicular traffic on adjacent roadways. In addition, the project site is located in the midst of a residential area. The proposed project’s potential construction noise impacts are outlined in Sections 3.12.2.D, respectively.

Noise measurements were taken at two different locations with a seven (7) month interval between the two noise measurement periods. The first set of noise measurements were taken on January 18, 2024, at 12:25 PM at a site located near the entrance to the site next to Avalon Boulevard. The major source of noise during this measurement period was traffic on Avalon Boulevard. The second set of noise measurements were taken on July 12, 2024, at 2:20 PM, near the southeast corner of the project site next to residential uses located on East Santa Rita Street. The major source of noise during this measurement period were reverse alarms from trucks located at a neighboring manufacturing business. A Sper Scientific Digital Sound Meter was used to conduct the noise measurements. A series of one hundred (100) discrete noise measurements at each location were recorded and the results of the survey are summarized in Table 9. The L50 noise level represents the *median* noise level that exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period was 72.0 dBA at Location 1 and 54.6 at Location 2. As indicated in Table 10, the ambient noise environment is relatively loud at Location 1. Appendix B – Noise Measurements shows the noise meter readings.

Table 10 Noise Measurement Results

Noise Metric	Location #1 Noise Level (dBA)	Location #2 Noise Level (dBA)
L1.7 (Noise levels <1.7% of time)	67.1	50.0
L5 (Noise levels <5% of time)	67.5	51.3
L8.3 (Noise levels <8.3% of time)	67.8	51.5
L10 (Noise levels <10% of time)	67.9	51.5
L25 (Noise levels <25% of time)	68.8	52.4
L50 (Noise levels <50% of time)	71.2	54.7
L75 (Noise levels >75% of time)	75.5	58.8

L90 (Noise levels >90% of time)	77.6	61.3
L99 (Noise levels >L99% of time)	80.2	64.7
Lmin (Minimum Noise Level)	59.3	49.9
Lmax (Maximum Noise Level)	81.4	66.0
Average Noise Level	72.0	55.6

Source: Blodgett Baylosis Environmental Planning. Location #1 taken on January 18, 2024. Location #2 taken on July 12, 2024

Noise regulations in the project area are promulgated by the County of Los Angeles Noise Control Ordinance. The County of Los Angeles Exterior Noise Standard (12.08.390) states:

“No person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards:

Table 11 Exterior Noise Standards

Area	Duration	30 min/hr L50	15 min/hr L25	5 min/hr L8.3	1 min/hr L1.7	At no time L0
Residential	7 AM – 10 PM	50	55	60	65	70
	10 PM – 7 AM	45	50	55	60	65
Commercial	7 AM – 10 PM	60	65	70	75	80
	10 PM – 7 AM	55	60	65	70	75
Industrial	Anytime	70	75	80	85	90

Source: Los Angeles County Code of Ordinances. Std = Standard dB that may not exceed the cumulative period

As indicated in Table 11, exterior noise levels may not exceed 70 dB for more than 30 minutes during any given hour, 75 dB for 15 minutes during any given hour, 80 dB for 5 minutes during any given hour, 85 dB for 1 minute during any given hour, and may not exceed 90 dB at any time. Given the high ambient noise levels due to the traffic on Avalon Boulevard (72 dBA) during the measurement period, the future project related noise levels would not exceed the standards shown above in Table 11. The noise levels would also conform to the standards at site 2 because of the distance. Wall attenuation is about 4 dB, and distance attenuation 6 dB. The proposed project is a continuation of an existing truck yard use. The future levels from onsite activities (i.e., truck storage, truck drop off, vehicle idling, exhaust, and alarms) generated during operational hours, from the subject property, would not significantly impact the neighboring noise sensitive properties (i.e., elementary school to the east, residential property 100 feet southeast, etc.). The truck storage facility would not be using any cranes, forklifts, or yard dogs within the site. In addition, all containers would remain connected to the truck chassis while in the yard. No truck idling would occur beyond the 5 minute time limit required pursuant to SCAQMD requirements.

The proposed project would involve the construction of a new resurfaced storage area and would be improved for the proposed truck trailer storage yard. The truck yard was assumed to represent the “existing” use. The proposed project would involve the construction of a two level office consisting of 5,547 square feet. For purposes of calculating the potential traffic impacts, the ITE Land Use Code 712 was used. When considering the traffic generated by the previous use, the new office is an appurtenant structure which would result in limited additional traffic. The proposed new office is forecast to generate 6 total trips in the morning (AM) peak hour, 6 total trips in the evening (PM) peak hour, and 13 daily trips. Finally, noise attenuation would be provided by a new 8-foot high concrete block wall that would be installed along the site’s east side. The noise from the construction activities would not violate the Construction Noise Standards (12.08.440), which states:

“Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited as indicated under A and B.

A. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment shall not exceed (the levels shown in Table 12): “

Table 12 Mobile Equipment Maximum Noise Levels

	Single-Family Residential	Multi-family Residential	Semi residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	75 dBA	80 dBA	85 dBA

Source: Los Angeles County Code of Ordinances

B. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment shall not exceed:

Table 13 Stationary Equipment Maximum Noise Levels

	Single-Family Residential	Multi-family Residential	Semi residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	60 dBa	65 dBA	70 dBA

Source: Los Angeles County Code of Ordinances

As indicated in Table 11, exterior noise levels may not exceed 70 dB for more than 30 minutes during any given hour, 75 dB for 15 minutes during any given hour, 80 dB for 5 minutes during

any given hour, 85 dB for 1 minute during any given hour, and may not exceed 90 dB at any time. Given the high ambient noise levels due to the traffic on Avalon Boulevard (72 dBA) during the measurement period, the future project related noise levels would not exceed the standards shown above. Finally, noise attenuation would be provided by a new 8-foot high concrete block wall that would be installed along the site's east side.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to high noise levels typically include homes, schools, playgrounds, hospitals, and convalescent homes. The project area is located in the midst of urban development. The nearest sensitive receptors are the residential units located and the elementary school located to the east of the site. The turf area of the McKinley Elementary School is located approximately 25 feet from the project site's property line while the nearest classroom building is located approximately 200 feet from the property line.

Because of the construction area's small size and the limited duration of construction activities (repaving of the site and the construction of the small, 5,547 square foot office/warehouse building, there would be little or no noise reduction due to spreading loss. The construction equipment within the project site would be limited to smaller trucks, loaders, pavers, and forklifts (the existing parking area has been previously graded and is level. Once the site has been prepared for construction, the dominant noise source would be limited to the use of hammers and saws related to the framing of the office structure and the repaving of the parking area. According to the Roadway Construction Noise Model (Federal Highway Administration, RCNM, V 1.1), the typical noise levels (50 feet from the equipment would be the following: the front-end loader would be 56.2 dB, the dump/haul truck would be 53.5, the lift would be 51.8 dBA, and a paver would be 54.3 dBA at a distance of 50 feet. It is important to note that this equipment will be used intermittently during the daytime periods only. Finally, the equipment noise levels represent the maximum noise level and does not consider any adjustments for noise attenuation or spreading loss. When considering the spreading loss, the average equipment noise levels would be between 42 dBA and 44 dBA at the nearest classrooms located approximately 200 feet from the property line. These figures are well below the mobile equipment noise levels.

A majority of the exterior noise that would be generated from operation of the proposed project will originate from the open (unenclosed) parking areas. Noise generated within the open parking area would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. These noise levels are well below 65 dBA at the source. Finally, noise attenuation would be provided by a new 8-foot high concrete block wall that would be installed along the site's east side.

Another area of potential impact is related to truck traffic entering the facility after hours. The second noise measurement, taken on July 12, 2024, at 2:20 PM, is located southeast of the project site next to residential uses located on East Santa Rita Street. The major source of noise during this measurement period were reverse alarms from trucks located at a neighboring business. The average noise levels from the existing trucking facility together with the ambient noise levels from Avalon Boulevard, was 55.6 dBA. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck

movements through the entry gate, and background truck-related activities. Further, the entry gate and truck movements operational interior noise volumes at the sensitive receptors would range from 30.5 dB during the daytime and up to 21.7 dBA during the nighttime, which would not exceed the County's daytime and nighttime interior noise standards. *Based on the proposed project's estimated and current noise levels, the impacts would be less than significant.*

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

Less than Significant Impact. Construction activities would produce varying degrees of ground vibration, depending on the equipment and methods employed. While ground vibrations from typical construction activities very rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction site. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 13 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement.

The vibration generated from the operational activities would not violate the County of Los Angeles Vibration Standard (12.08.560) at the surrounding properties, i.e., elementary school to the east, residential property 100 feet southeast, etc., which states:

“Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz.”

Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. The effects of vibration on buildings are summarized in Table 14.

Table 14 Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings

0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 15. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 14 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) is considered safe and would not result in any construction vibration damage.

Table 15 Vibration Source Levels for Typical Construction Equipment

Construction Equipment		PPV @25 ft. (inches/sec.)	Vibration (VdB) @ 25 ft.
Upper range	1.58	112	
	0.644	104	
Upper range	0.734	105	
	0.170	93	
Clam Shovel Drop		0.202	94
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Noise and Vibration During Construction

Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The peak-particle-velocity levels would remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. Because of the construction area's small size and the limited duration of construction activities (repaving of the site and the construction of the small, 5,547 square foot

office/warehouse building, there would be little or no noise reduction due to spreading loss.

The construction equipment within the project site would be limited to smaller trucks, loaders, pavers, and forklifts (the existing parking area has been previously graded and is level. Once the site has been prepared for construction, the dominant noise source would be limited to the use of hammers and saws related to the framing of the office structure and the repaving of the parking area. According to the Roadway Construction Noise Model (Federal Highway Administration, RCNM, V 1.1), the typical noise levels (50 feet from the equipment would be the following: the front-end loader would be 56.2 dB, the dump/haul truck would be 53.5, the lift would be 51.8 dBA, and a paver would be 54.3 dBA at a distance of 50 feet.

As indicated previously, the truck parking facility would not be using any cranes, forklifts, or yard dogs within the site. In addition, all containers would remain connected to the truck chassis while in the yard. No truck idling would occur beyond the 5 minute time limit required pursuant to SCAQMD requirements. The truck yard was assumed to represent the “existing” use. When considering the traffic generated by the previous use, the new office would result in limited additional traffic. The proposed new office is forecast to generate 6 total trips in the morning (AM) peak hour, 6 total trips in the evening (PM)peak hour, and 13 daily trips. The project will be required to adhere to all pertinent County noise control regulations. Therefore, project construction and operation would not generate excessive ground borne vibration or ground borne noise levels, and impacts would be less than significant. *As a result, the impacts would be less than significant.*

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

No Impact. The project site is not located within two miles of an operational airport. The project site is located within two miles of an operational public airport. The nearest airport, the Compton Airport is located in the City of Compton, approximately 1.09 miles to the southeast of the site. This airport is a smaller general aviation airport and the project site is not located in the approach or takeoff zones. *As a result, no impacts would result from the proposed project.*

XIV. Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- 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)?

Less than Significant Impact. The proposed project is an application use the project site for truck and trailer parking along with the construction of a new two level office. No housing units are located on the project site. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- New development in an area presently undeveloped and economic factors which may influence development. The site is currently unused though it was formerly used for truck and trailer parking and storage. All land use surrounding the property are designated for urban development.
- Extension of roadways and other transportation facilities. No roadway and infrastructure connections will be required to serve the proposed project site.
- Extension of infrastructure and other improvements. The installation of any new utility lines will not lead to subsequent offsite development since these utility connections will serve the site only.
- Major off-site public projects (treatment plants, etc.). The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- The removal of housing requiring replacement housing elsewhere. The site does not contain any housing units. As a result, no replacement housing will be required.
- Additional population growth leading to increased demand for goods and services. The proposed project would be used for truck and trailer parking. No significant population increase would result from the proposed project's implementation.
- Short-term growth-inducing impacts related to the project's construction. The project will result in temporary employment during the construction phase.

The existing roads and existing utility lines will serve the project site only and will not extend into undeveloped areas. The proposed project will not result in any unplanned growth. *Therefore, the impacts would be less than significant.*

- b. Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site was formerly used for truck and trailer parking and outdoor storage. No housing units are located onsite, and no occupied housing units will be displaced as part of the proposed project's implementation. As a result, no impacts related to housing displacement will result from the proposed project's implementation. *As a result, no impacts related to population displacement will result from the proposed project's implementation.*

XV. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Sheriff protection?	☐	☒	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Libraries?	☐	☐	☒	☐
f. Other public facilities?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

a. Fire protection?

Less than Significant Impact. Fire protection services in the unincorporated West Rancho Dominguez-Victoria community are provided by the Los Angeles County Fire Department (LACFD) which operates out of the Station No. 3 at 1133 W. Rosecrans Boulevard. The proposed project would be subject to any conditions prescribed by the LACFD (including compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). The proposed project would also be required to adhere to all pertinent site and building design regulations. Compliance with the following condition as well as the

pertinent codes and ordinances would reduce the impacts to levels that are less than significant. The proposed project will undergo review by the LACFD to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting applicable requirements. *The aforementioned requirement would reduce the potential impact to levels that are less than significant.*

b. Sheriff protection?

Less than Significant Impact with Mitigation Incorporated. Law enforcement services in the unincorporated West Rancho Dominguez-Victoria community are provided by the Los Angeles County Sheriff's Department (LASD). The proposed project is located within the service area of the LASD's Compton Sheriff's Station (Station). Emergency response times are approximately three minutes throughout the reporting district. The proposed commercial development would likely result in an increase in the number of calls for service. To ensure the proposed project elements adhere to the County's security requirements, the Station reviewed the site plan and other plans for the proposed project. In a letter dated February 17, 2026, the Station requested that the proposed project be required to adhere to Public Services Mitigation Measures 1 through 8.

Public Services Mitigation Measure No. 1. The Station recommends that the principles of Crime Prevention through Environmental Design (CPTED) be incorporated into the design plans. The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage antisocial behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The Station recommends the installation of security cameras to reduce opportunities for criminal activities, where feasible.

Public Services Mitigation Measure No. 2. The installation of security cameras for a video monitoring system and building lights with motion sensors is beneficial, where feasible. Appropriate gate hardware, such as keypad/keycard access, automatic gate closers, and tire spike strips, can be implemented where feasible to limit unauthorized access and for easy monitoring. In addition, the proposed locations of exterior building security cameras shall be considered in areas where law enforcement can adequately identify vehicle license plates upon entry/exit into the proposed Project, with adequate lighting to enhance visibility. Installation of security cameras inside the building at each level's entry/exit points and at the stairwell can be considered, where feasible.

Public Services Mitigation Measure No. 3. Installation of low-level site security lighting throughout the site, as required, and where feasible.

Public Services Mitigation Measure No. 4. Effective security plans should be developed to address potential issues related to vandalism and burglaries at the proposed Project site, in coordination with all jurisdictional approvals.

Public Services Mitigation Measure No. 5. A Construction Traffic Management Plan should also be established as part of the proposed Project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for utility installation, emergency access should be maintained at all times. Flag persons and/or detours should be provided as needed to ensure safe traffic operations, and construction signs should be posted to advise motorists of reduced construction zone speed limits.

Public Services Mitigation Measure No. 6. Provide numerical address signage on the gate or at the corner of the building that can be easily visible from the street.

Public Services Mitigation Measure No. 7. To minimize noise complaints from the nearby elementary school, construction and operational noise levels must remain within the limits established by local ordinances.

Public Services Mitigation Measure No. 8. Provide the hours of operation for the business.

Adherence to the required mitigation measures will reduce potential impacts to levels that are less than significant.

c. Schools?

Less than Significant Impact. The area is served by the Los Angeles Unified School District (LAUSD) which serves the greater Los Angeles metropolitan area along with the project area. The proposed project would not result in any direct enrollment impacts. The developer will be required to pay any pertinent development fees to the LAUSD. These fees are \$0.78 per square foot for commercial development. *As a result, less than significant impact would occur.*

d. Parks?

Less than Significant Impact. The proposed project is an application to use the project site for truck and trailer parking along with the construction of a new two level office. No housing units are located on the project site. No parks or related recreational facilities are located adjacent to the project site. The nearest park to the project site is Roy Campenella Park, located approximately 640 feet to the southeast of the site. The proposed project will also contribute property taxes that will offset the increased demand for recreational services and facilities. *As a result, the project's potential impacts on park facilities would be less than significant.* The proposed project is subject to the Quimby Act and the developer would pay the adequate fees that will offset the increased demand for parks. *As a result, less than significant impact would occur.*

e. Libraries?

Less than Significant Impact. The proposed project is an application to use the project site for truck and trailer parking along with the construction of a new two level office. No housing units are located on the project site. The nearest library is the Gardena Mayme Dear Library located at 1731 W. Gardena Boulevard. The development of the project is not anticipated to substantially increase the City's population and demand for library services. *As a result, less than significant impact would occur.*

f. Other public facilities?

No Impact. No new governmental services will be needed to serve the facility and the proposed project is not expected to have any impact on existing governmental services. *As a result, no impacts are anticipated.*

XVI. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
c. Would the project interfere with regional trail connectivity?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- 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?

Less than Significant Impact. No parks or related recreational facilities are located adjacent to the project site. The nearest park to the project site is Roy Campenella Park, located approximately 640 feet not the southeast of the site. The proposed project will also contribute property taxes that will offset the increased demand for recreational services and facilities. *As a result, the project's potential impacts on park facilities would be less than significant.*

- b. Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed development will not place an incremental demand on parks and recreational facilities. The proposed project will contribute to property

taxes that will offset the increased demand for recreational services and facilities. *As a result, the project's potential impacts on park facilities would be less than significant.*

c. Would the project interfere with regional trail connectivity?

No Impact. From Los Angeles County Countywide Parks and Recreation Needs Assessment, which includes a complete inventory of parks and open spaces in Los Angeles County, has determined that the proposed development, being a small project, would not interfere with regional open space connectivity. There are no local public trails on or adjacent to the project site that would be removed or disturbed by the proposed development. Furthermore, a review of the broad landscape of open space resources in the area around the project site has found no significant impacts to the regional open space connectivity. *As a result, no impact would occur.*

XVII. Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable 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 road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

Less than Significant Impact. The proposed project would involve the construction of a new resurfaced parking area would be improved for the proposed truck trailer parking area. A total of 58 designated parking spaces would be provided for the trailer parking. The dimensions of these trailer stalls would be 10 feet by 53 feet. A total of 8 parking spaces for the tractors would be located south of the new office building. Drive aisles and maneuvering areas are also located in the parking area. A total of 5 parking stalls would be located to the west of the new office/warehouse building. Two of the spaces would be van accessible and one space would be ADA. Four of the stalls would be EV or EV ready. An additional ADA stall would be located near

the building's main public entry on the east side. A bicycle rack for two bicycles would also be provided.

The proposed project site is a "flag lot" with access provided by a driveway connection with the east side of Avalon Boulevard. This driveway has a width of 26 feet and is paved in asphalt/concrete (A/C). The driveway is set back from Avalon Boulevard by a distance of 288 feet and six inches from the Avalon Boulevard right-of-way. A manual swinging gate would be located 55 feet from the Avalon Boulevard entrance. The gate would remain open during business hours. Two existing power poles are located along the driveway's north side.

There are no specific ITE generation rates for container truck yards. Blodgett Baylosis Environmental Planning prepared an Initial Study and Mitigated Negative Declaration for a similar facility in the City of Carson. The traffic study for the IS/MND was prepared by Kunzman Associated, Inc (KA). As part of their analysis, KA surveyed a number of similar facilities in the area. The truck yard was assumed to represent the "existing" use. The proposed project would involve the construction of a two level office consisting of 5,547 square feet. For purposes of calculating the potential traffic impacts, the ITE Land Use Code 712 was used. When considering the traffic generated by the previous use, the new office would result in limited additional traffic. The existing and future trip generation is shown in Table 16.

Table 16 Trip Generation

Use	Land Area	ADT	AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
			In	out	Total	In	Out	Total
Existing (Truck Yard)	2.0 acres	Trip Generation Rates (Trips per Acre)						
		121.39	3.38	4.57	7.95	3.24	3.62	6.86
		Total Vehicle Trip Generation						
		242	7	9	16	6	7	14
Future (Office) ITE Land Use Code 712	5,547 sq. ft.	Trip Generation Rates (Trips per 1,000 sq. ft.)						
		2.45	1.15	0	1.15	0	1.15	1.15
			Total Vehicle Trip Generation					
		13	6	0	6	0	6	6
Existing (Parking)		242	7	9	16	6	7	14
Project (Parking + Office)		255	13	9	22	12	13	20
Net Change		13	6	0	6	0	6	6

Source: Kunzman Associates, Inc. City of Carson Prologis Facility.

As shown in Table 16, the proposed new office is forecast to generate 6 total trips in the morning (AM) peak hour, 6 total trips in the evening (PM) peak hour, and 13 daily trips. *As a result, the impacts will be less than significant.*

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. The proposed project would result in the construction of 5,547 square feet of office and storage area. As shown in Table 16, the proposed new office is forecast to generate 6 total trips in the morning (AM) peak hour, 6 total trips in the evening (PM)peak hour, and 13 daily trips. This daily trip generation is well under the 110 daily trips considered to be the threshold limits for requiring a VMT analysis. *As a result, the impacts will be less than significant.*

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

Less than Significant Impact. The proposed project site is a “flag lot” with access provided by a driveway connection with the east side of Avalon Boulevard. This driveway has a width of 26 feet and is paved in asphalt/concrete (A/C). The driveway is set back from Avalon Boulevard by a distance of 288 feet and six inches from the Avalon Boulevard right-of-way. A manual swinging gate would be located 55 feet from the Avalon Boulevard entrance. The gate would remain open during business hours. Two existing power poles are located along the driveway’s north side. The proposed project will not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roadway (Avalon Boulevard). *As a result, the potential impacts would be less than significant.*

d. Result in inadequate emergency access?

No Impact. The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be completely closed to traffic. *As a result, the proposed project’s implementation will not result in any impacts.*

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- 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 § 5020.1(k)?

Less than Significant Impact. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. *The project site is not listed in the Register, therefore, there will be no impact.*

- 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 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. A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1

for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrieleño- people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years. 1 Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. Even though the project site has been disturbed to accommodate the existing on-site development, the following mitigation is required based on the AB-52 consultation with the Gabrieleño-Kizh Nation:

Tribal Cultural Mitigation Measure No. 1. The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

As a result, there will be a less than significant impact with mitigation.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

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

Less than Significant Impact. The County Sanitation Districts of Los Angeles County (LACSD) also treats wastewater from the Avocado Heights Community. Local sewer lines are maintained by the County, while the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The A.K. Warren Water Resource Facility (formerly known as Joint Water Pollution Control Plant [JWPCP]) located in the City of Carson has a design capacity of 400 mgd and currently processes an average flow of 247.2 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. From the Los Angeles County Sanitation Districts, the wastewater flow originating from the proposed project would discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Avalon Boulevard Trunk Sewer, located in Avalon Boulevard at Alondra Boulevard. The Districts' 15-in diameter trunk sewer has a capacity of 2.2 million gallons per day (mgd) and conveyed a peak flow of 0.2 mgd when last measure in 2015. The project site's wastewater would be treated at the A.K. Warren Water Resource Facility. According to Table 17, the proposed project is expected to generate approximately 823.3 gallons of sewage per day.

Table 17 Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Office	3,912 sq. ft.	200 gals./1000 sq. ft./day	782.4 gals./day
Warehouse	1,635	25 gals./1000 sq. ft./day	40.9
Total			823.3 gals./day

Source: Los Angeles County Sanitation Districts

The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development.

In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. The project's sewage generation will likely be lower since the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current County Code requirements. Furthermore, a Hydrology Study, dated April 14, 2025, and a Sewer Area Study, dated November 18, 2025, have been reviewed and approved by LACDPW. The Hydrology Study concluded that the post development storm water runoff peak flow rate leaving project site for a 25-year storm condition (2.9 cubic feet per second) is lower than the total pre-developed 25-year storm runoff volume (5.3 cubic feet per second) and is included as **Appendix A**. The Sewer Area Study concluded that the existing sewer line can adequately support the proposed project and is included as **Appendix B**. *As a result, the impacts would be less than significant.*

- 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. Water mains are located within the existing public street (Avalon Boulevard) located adjacent to the project site. The existing domestic water reservoirs that serve the area would continue to provide adequate supplies and pressure to serve the proposed

project. As indicated in Table 18, the proposed project is projected to consume approximately 1,247.2 gallons of water on a daily basis.

Table 18 Water Consumption (gals/day)

Use	Unit	Factor	Generation
Office	3,912 sq. ft.	0.3 gals./day/sq. ft.	1,173.6
Warehouse	1,635	0.045	73.6
Total			1,247.2

Source: Los Angeles County Sanitation Districts

As indicated in Table 17, the proposed project will result in a net increased consumption of approximately 1,247.2 gallons of water on a daily basis. *As a result, the impacts will 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 area is served by the Los Angeles County Flood Control District (LACFCD), which operates and maintains regional and municipal storm drainage facilities. The County works with the LACFCD in making local drainage plans and improvements. As discussed in Section 3.9, the developer will be required to control future runoff during construction and future occupancy through the use of best management practices (BMPs). Furthermore, mitigation measures provided in Section 3.9 will address any potential storm water run-off produced by the proposed project. As a result, the impacts are less than significant. These BMPs are included in the project Storm Water Pollution Prevention Plan and the Standard Urban Storm Water Management Plan (SUSMP) and must deliver runoff from the future developed site that will not cause a violation or exceedance of the Regional Board's standards. *As a result, no impacts are anticipated.*

- 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. Trash collection is provided by the Athens Services for disposal at the area MRF facilities and/or area landfills. The proposed project is anticipated to generate approximately 38.1 pounds per day of solid waste (refer to Table 19). The projected quantity of solid waste is limited and can be accommodated by the existing capacity. *As a result, the potential impacts are considered to be less than significant.*

Table 19 Solid Waste Generation (lbs./day)

Use	Unit	Factor	Generation
Office	3,912 sq. ft.	6 lbs./1,000 sq. ft./day	23.5 lbs. /day
Warehouse	1,635	8.93 lbs./1,000 sq. ft./day	14.6 lbs./day
Total			38.1 lbs./day

Source: Blodgett Baylosis Environmental Planning.

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

No Impact. The majority of the proposed project's waste would consist of domestic waste, including recyclables. The proposed project, like all other development in the area would be required to adhere to County ordinances with respect to waste reduction and recycling including Chapter 13.20 (Refuse, garbage and weeds) and Chapter 13.09 (Mandatory organic Waste Disposal Reduction) of the Municipal Code. *As a result, no impacts related to State and local statutes governing solid waste are anticipated.*

XX. Wildfire

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

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during

construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. *As a result, no impacts 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?

No Impact. The project site is located in the midst of an urbanized area. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. *As a result, no impacts would occur.*

- 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?

No Impact. The project site is not located in an area that is classified as a moderate fire risk severity within a Local Responsibility Area (LRA), and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. *As a result, no impacts will occur.*

- 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?

No Impact. The proposed project site is located within an area classified as urban and is not within a high fire risk and local responsibility area. Therefore, the project will not expose future residents to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *As a result, no impacts would occur.*

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

No Impact. The proposed project site is located within an area classified as urban and is not within a high fire risk and local responsibility area. *As a result, no impacts would occur.*

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☒	☐	☐

Sources:

- Google Earth. Site accessed October 31, 2023.
- Blodgett Baylosis Environmental Planning. Site survey. Survey conducted on October 31, 2023.
- County of Los Angeles. Los Angeles County 2035 General Plan.

- 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. As discussed in Section 5 (Cultural and Paleontological Resources), Section 15 (Public Services), and Section 18 (Tribal Cultural Resources), with compliance with Cultural and Paleontological Resources Mitigation Measures 1 through 4, Public Services Mitigation Measures 1 through 8, and Tribal cultural Resource Mitigation Measure 1 related to the unanticipated discovery of cultural resources would also be less than significant. *Therefore, a less-than-significant impact would occur 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 with Mitigation Incorporated. All potential impacts of the proposed Project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. None of these potential impacts are considered cumulatively considerable. *As a result, the proposed project would not result in significant cumulatively considerable impacts with mitigation incorporated.*

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

Less than Significant Impact with Mitigation Incorporated. All potential impacts of the proposed Project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. The proposed project would not have environmental effects which will cause substantial adverse effects on human beings. *As a result, the proposed project would not result in substantial adverse effects on human beings with mitigation incorporated.*