March 2021 | Addendum to
Industry Business Center EIR (SCH 2003121086)

Industry Business Center

City of Industry

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1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

The City of Industry (City) City Council certified the Industry Business Center (IBC) Project Environmental Impact Report (State Clearinghouse No. 2003121086) on October 28, 2004 (2004 IBC EIR). The IBC (project site or IBC project site) is located at the corner of Grand Avenue and Baker Parkway on the eastern boundary of the City, in Los Angeles County. The 2004 IBC EIR evaluated the development of approximately 4,146,000 net square feet of commercial and/or office space and 633,000 net square feet of industrial park space for a combined total of 4,779,000 square feet of building area on an approximately 597-acre site. Since the certification, the following addenda to the 2004 IBC EIR were prepared. The Approved Project consists of the project analyzed under the 2004 IBC EIR as modified through these addenda (collectively, the "Certified EIR").

- IBC Tentative Parcel Map (TPM) 352 Addendum: Approved in June 2018, this addendum was for a project that subdivided an existing 597-acre parcel at the IBC site into five numbered and 10 lettered parcels, and realigned "B" Street.

- IBC TPM 353 Addendum: Approved in January 2019, this addendum was for a project that subdivided an existing 341.60-acre parcel at the IBC site into eight numbered and 10 lettered parcels and added two new roadways.

- IBC Addendum for Development Plans 19-03 and 19-04: Approved on September 26, 2019, the addendum for Development Plan (DP) 19-03 which permitted development of a 623,480-square-foot concrete tilt-up building (Building 2) on a 34.1-acre site (Parcel 3) in Parcel Map No. 352; DP 19-04 permitted development of a 64,000-square-foot (Building 11) and a 60,000-square-foot (Building 12) concrete tilt-up building on Parcel 8 in Parcel Map No. 353. These Development Plans transferred 118,480 square feet designated for office use to industrial and did not increase the overall building area of 4,779,000 square feet at the IBC project site. The industrial space increased from 633,00 square feet to 751,480 square feet.

- Addendum to the IBC EIR and the Industry East Project EIR: This Addendum addressed the relocation of a proposed fire station site that was included in the 2004 IBC EIR and near the southwest corner of the Grand Avenue and Baker Parkway intersection (Grand/Baker site), to the southeast corner of the Grand Avenue and Garcia Lane intersection (Grand/Garcia Lane site). The industrial development that would have occurred at the Grand/Garcia Lane site, previously considered in the Industry East Project EIR, was relocated to the Grand/Baker site. The Industry East development project is also known as Grand Crossing. In essence, the changes entailed exchanging the originally proposed uses at the two sites. The Industry East EIR was certified on August 24, 2000 (SCH #1999101072). The Grand/Baker and Grand/Garcia Lane sites are approximately one-half mile apart and both are within the eastern portion of

the City. The 2004 IBC EIR did not include development of a fire station, it only included a fire station site for the potential development by the Los Angeles County Fire Department.

The City adopted the 2014 General Plan Update (GPU) and certified the accompanying EIR on June 12, 2014 (2014 GPU EIR) (State Clearinghouse No. 2011031090). The GPU EIR analyzed a theoretical, full buildout (post-2035 scenario) of the proposed land use plan in the City of Industry and its sphere of influence (SOI), which accommodated approximately 98,128,503 square feet of employment uses, 11,877,163 square feet of commercial uses, 238.9 acres of institutional uses, 840.6 acres of recreation and open space areas, and 108,008 jobs. The GPU land use plan designated the IBC project site as Employment and incorporated the same land use and analysis in the 2004 IBC EIR.

The project applicant, Majestic Realty, proposes to develop eight industrial concrete tilt-up buildings (DP 20-10 through 17) totaling 4,355,340 square feet of industrial building space in the IBC project site. The industrial building space could include warehousing and distribution, manufacturing, assembly, or light industrial. Industrial buildings would also include ancillary office spaces within the buildings, but they would not generate trips outside of what is being generated by the industrial land uses. The ancillary office spaces within industrial buildings would not be considered office land use for the analysis purposes of this Addendum. The project applicant's request to develop 4,355,340 square feet of industrial building area would increase the total building area in the IBC project site from 4,779,000 square feet to 5,106,820 square feet (Modified Project).

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Industry is the lead agency with the responsibility of deciding whether to approve the requested action. This Addendum substantiates that no supplemental or subsequent EIR is required pursuant to Section 21166 of the California Environmental Quality Act (CEQA) and Sections 15162 and 15164 of the CEQA Guidelines for the Modified Project. In comparison to the 2004 IBC EIR, the Modified Project would not result in new or substantially more severe environmental impacts. Further, since the certifications of 2004 IBC EIR, there have been no substantial change with respect to the circumstances under which the project is being undertaken that would require major revisions to the EIR.

1.2 ENVIRONMENTAL PROCEDURES

1.2.1 CEQA Requirements

According to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new

significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

    b. Significant effects previously examined will be substantially more severe than identified in the previous EIR.

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Preparation of an Addendum to an EIR is appropriate when none of the conditions specified in Section 15162 (above) are present and some changes or additions to the previously certified 2004 IBC EIR are necessary.

After careful consideration of the potential environmental impacts of the project applicant's request, the City, as lead agency, has determined that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred. The City, therefore, has determined that the circumstances described in CEQA Guidelines Section 15164 apply to the Modified Project, and an Addendum to the 2004 IBC EIR is appropriate. This Addendum compares the Modified Project to the designated land uses and impacts for the IBC project site under the Approved Project as included in the 2004 IBC EIR.

This Addendum includes analysis of new topical sections that were not included in the previous EIR; specifically, it includes a new energy section, a new tribal cultural resources section, and a new wildfire section (see discussion in Section 1.2.3, CEQA Checklist Update). These additional analyses are appropriate for inclusion in the Addendum, but none result in new or increased significant impacts that would require preparation of a subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

1.2.2 Scope of Subsequent Analysis

The scope of the review for project-related impacts for this Addendum is limited to changes between the Approved Project and Modified Project. The 2004 IBC EIR and its approved mitigation effectively serve as the baseline for the environmental impact analysis of the Modified Project. As required by CEQA, this Addendum also addresses changes in circumstances or new information that would potentially involve new environmental impacts.

Additionally, this Addendum is the primary reference document for the formulation and implementation of a mitigation monitoring plan for the Modified Project. All applicable measures from the mitigation monitoring program adopted for the 2004 IBC EIR and refined in this Addendum have been incorporated into this document. This document is intended to provide sufficient information to allow the City and any other permitting agencies to evaluate the potential impacts from construction and operation of the Modified Project.

1.2.3 CEQA Checklist Update

On December 28, 2018, the State of California Office of Administrative Law approved updated CEQA Guidelines to be implemented as of January 1, 2019. The updated guidelines include an update to the Appendix G Checklist, which is used as the basis for topical environmental review by the City of Industry. This Addendum has been prepared to fully address the requirements of the updated guidelines. It follows the updated Appendix G checklist and provides explanations, as necessary, to the conclusions of the 2004 IBC EIR. The addition of impact areas added to the Appendix G Checklist does not necessitate a new EIR.

1.3 CONTENT AND ORGANIZATION OF THIS ADDENDUM

This Addendum relies on the CEQA Guidelines' Appendix G checklist, which addresses environmental issues topic by topic. Each topical section of Section 5, Environmental Analysis, is organized into four sections:

- Summary of Previous Environmental Analysis
- Impacts Associated with the Modified Project (including environmental checklist)
- Adopted Mitigation Measures Applicable to the Modified Project
- Level of Significance After Mitigation

2. Environmental Setting

2.1 PROJECT LOCATION

The IBC (project site or IBC project site) is located on the eastern boundary of City in Los Angeles County. The City is bordered by the cities of Diamond Bar, Walnut, Pomona, West Covina, La Puente, Baldwin Park, El Monte, and Rowland Heights and by unincorporated Los Angeles County. See Figure 1, *Regional Location*. The project site totals approximately 597 acres, roughly 255-acre area on the east of Grand Avenue, and roughly 342-acre area on the west of Grand Avenue. The project site is irregularly shaped and is generally bordered by the Union Pacific Railroad and Ferrero Parkway to the north, SR-60/57 freeway to the south, and residential uses and industrial uses to the east and west. As shown in Figure 2, *Local Vicinity*, the City of Diamond Bar surrounds the site to the east, west, and south.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

The approximately 597-acre project site consists of two areas separated by Grand Avenues, one east and one west of Grand Avenue. The east side is approximately 245 acres and the west side is approximately 342 acres. The project site is designated Employment by the City's General Plan land use map and Industrial by the City's zoning map.

The entire project site was previously subdivided under the Parcel Map No. 352 (PM 352). The eastern area was subdivided into five numbered and eight lettered parcels and the western area was subdivided into two lettered parcels as shown in Figure 3, *Parcel Map No. 352*. Parcel Map No. 353 (PM 353) subdivided the property west of Grand Avenue (Parcels J and I from the PM 352) into eight numbered and 10 lettered parcels and two new roadways as shown in Figure 4, *Parcel Map No. 353 – West Side*. These multiple numbered and lettered parcels make up the project site.

The project site has been mass graded and is vacant except for Parcel 3 on PM 352, where Building 2 is being constructed, and Parcel 8 on PM 353, where Buildings 11 and 12 are being constructed. Figure 5, *Aerial Photograph*, shows the existing condition of the project site.

2.2.2 Surrounding Land Use

The project site is generally surrounded by industrial uses to the north, residential uses to the east and west, and Diamond Bar Golf Club and hotels are south across the SR-57/60 freeway. The residential uses to the east and west and the golf course are in the City of Diamond Bar. Figure 5, *Aerial Photograph*, depicts these surrounding land uses.

2. Environmental Setting

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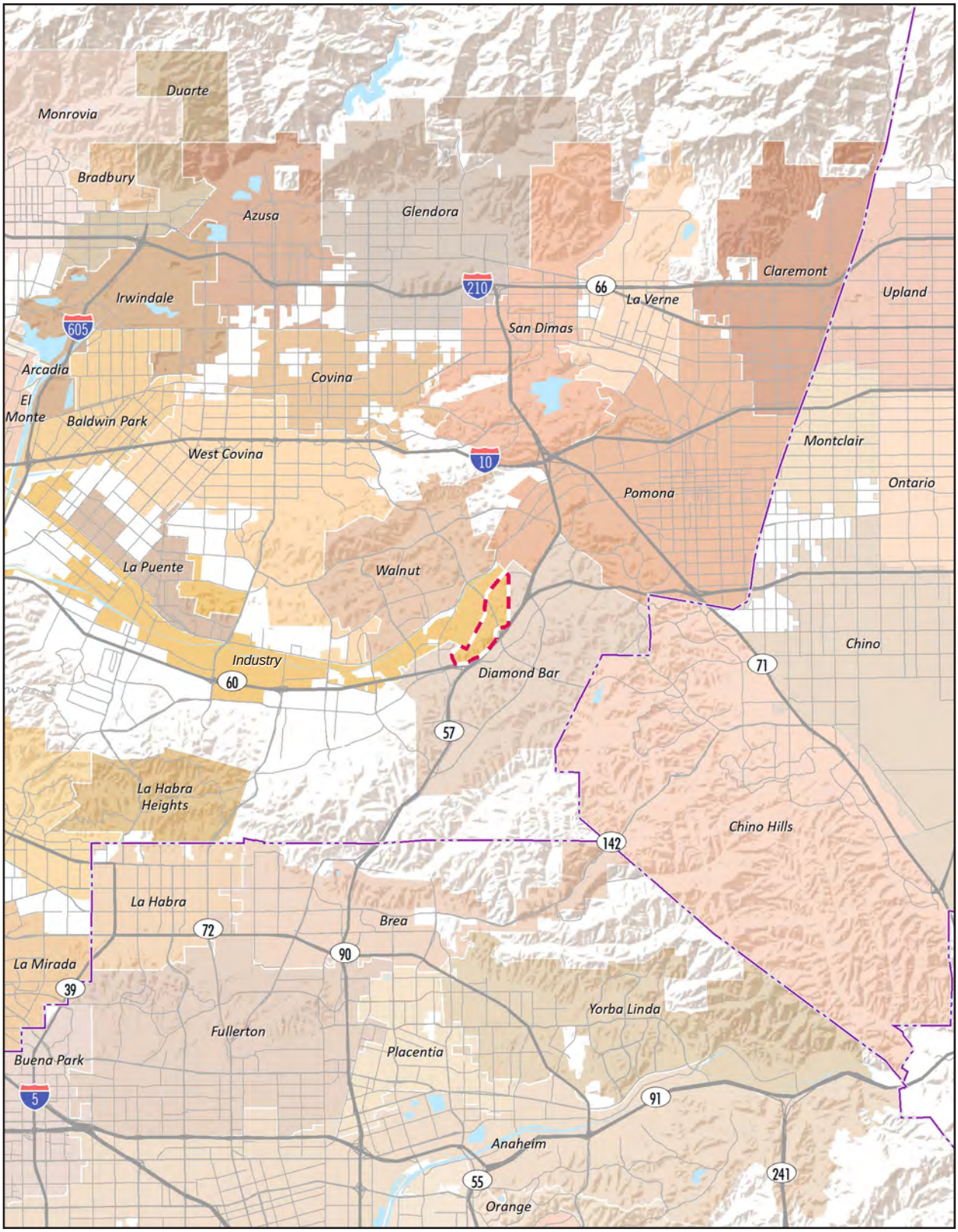
Figure 1 - Regional Location
2. Environmental Setting



Project Boundary

Note: Unincorporated county areas are shown in white.
Source: ESRI, 2020

0 3
Scale (Miles)

2. Environmental Setting

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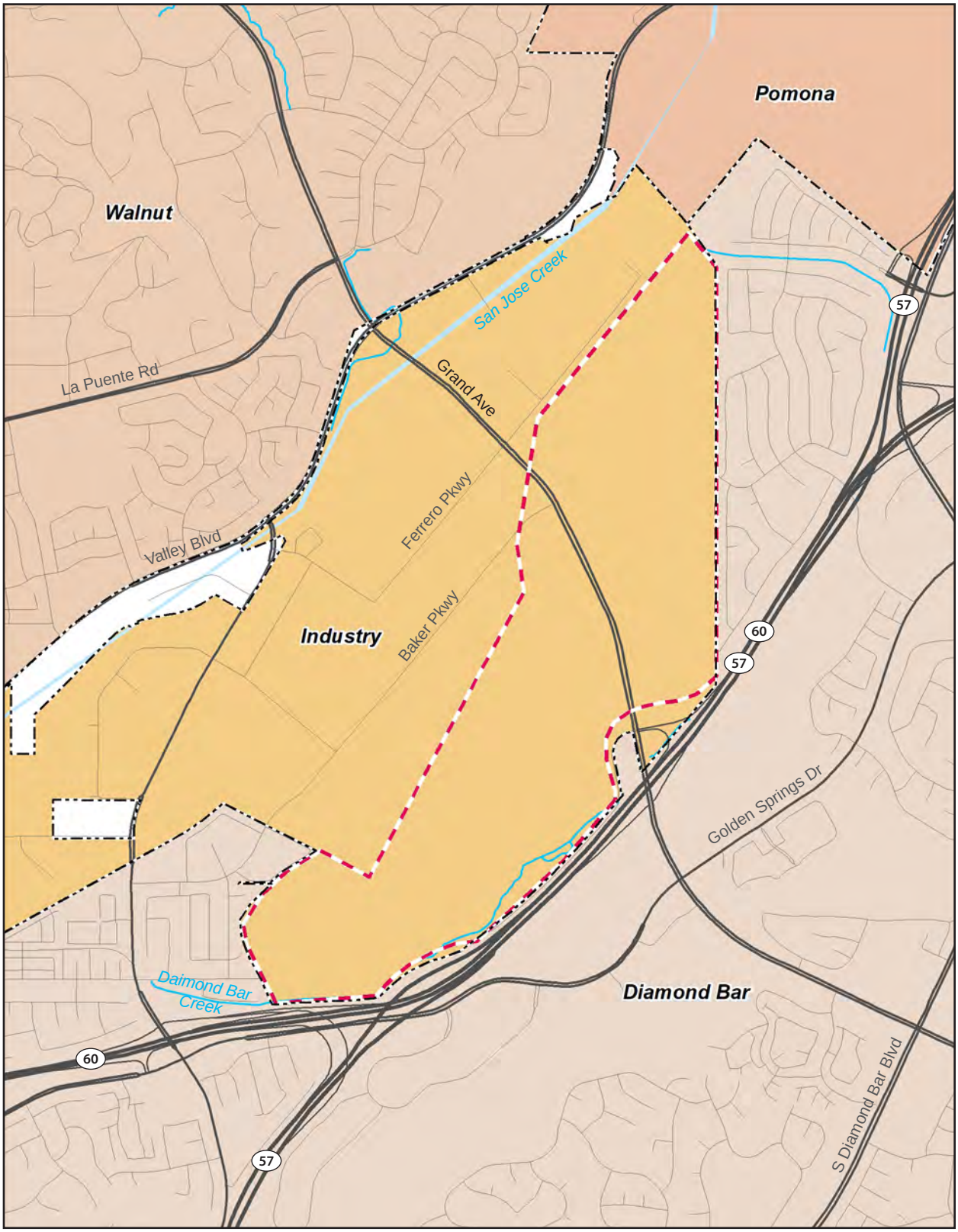
Figure 2 - Local Vicinity
2. Environmental Setting



Project Boundary

Note: Unincorporated county areas are shown in white.
Source: ESRI, 2020

0 2,000
Scale (Feet)

2. Environmental Setting

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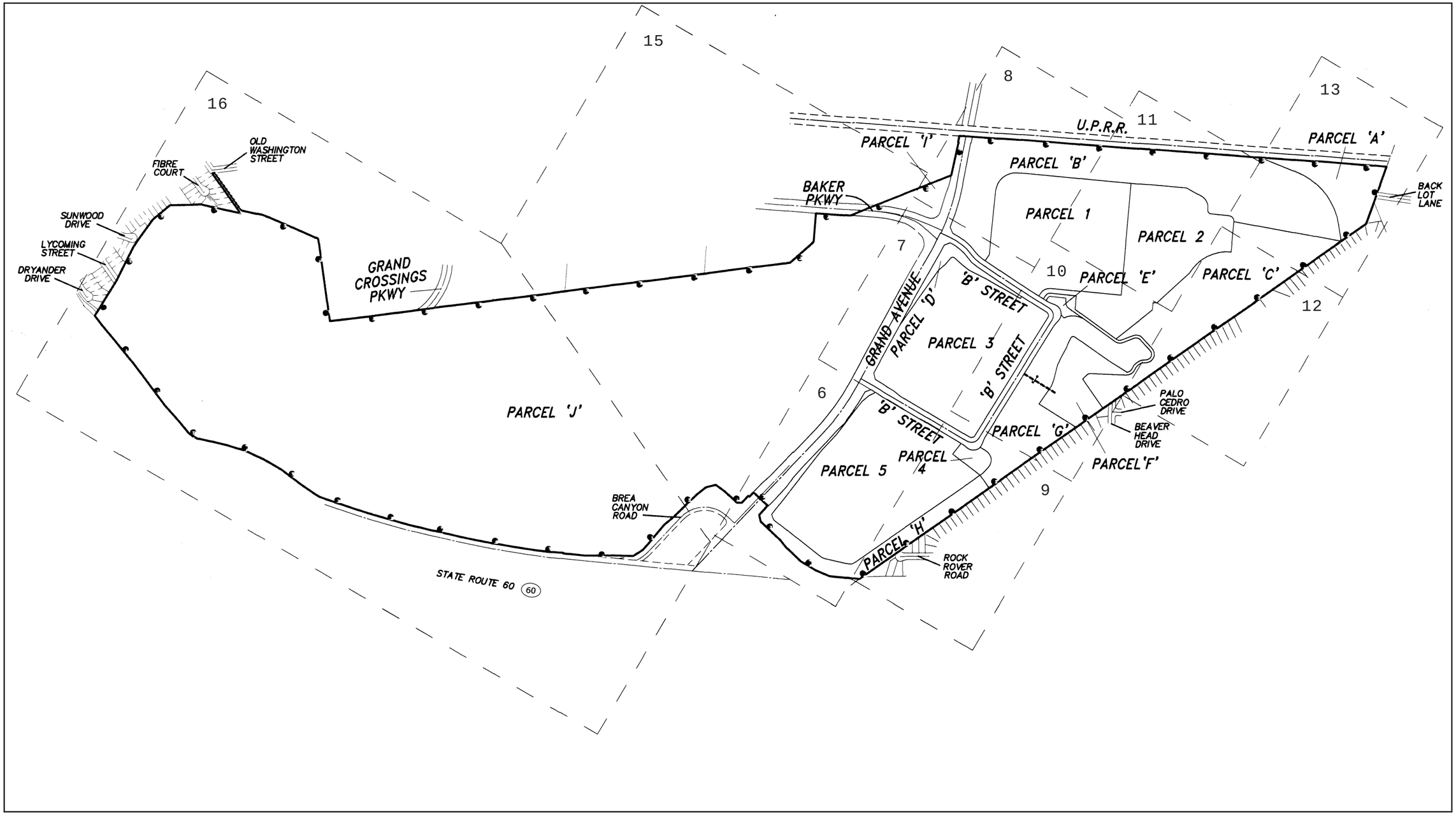
Figure 3 - Parcel Map No. 352
2. Environmental Setting



Indicates Distinctive Border Line Parcel Map Boundary

0 150
Scale (Feet)

2. Environmental Setting

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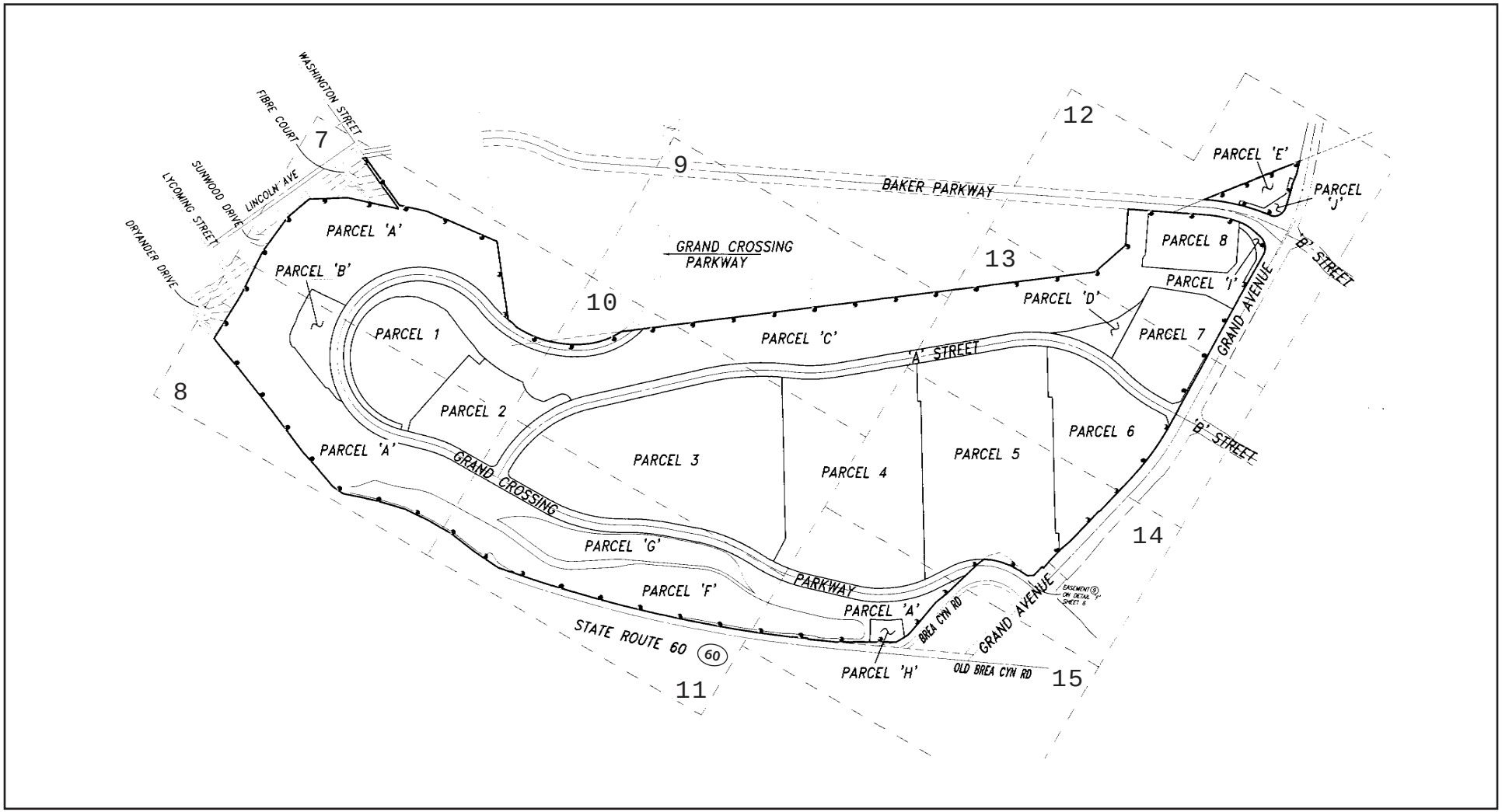
Figure 4 - Parcel Map No. 353 - West Side
2. Environmental Setting



Indicates Distinctive Border Line Parcel Map Boundary

0 300
Scale (Feet)

2. Environmental Setting

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Figure 5 - Aerial Photograph
2. Environmental Setting

Project Boundary

City Boundary

0 1,500
Scale (Feet)

Source: Nearmap, October 12, 2020

2. Environmental Setting

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3. Project Description

3.1 APPROVED PROJECT

2004 IBC EIR

The former Industry Urban-Development Agency (IUDA), which owned the project site at the time of the 2004 IBC EIR certification, established planning areas and designated the types of preferred uses that could be constructed in those planning areas. This plan is shown in Figure 6, *Approved Project Land Use Plan*. The type of development that could occur varied from a complex of offices for a corporate headquarters to regional retail facilities. The City required that individual projects in the planning areas submit a tentative parcel map and development plans to the City for approval. The approved development summary in the planning areas is shown in Table 1, *2004 IBC Land Use Development Summary*.

Table 1 2004 IBC Land Use Development Summary

Planning Area	Zone	Conceptual Land Use	Floor Area (SF)
West Side – 1	C	Corporate Office	489,000
West Side – 1a	C	Commercial Center	120,000
West Side – 2	C	Corporate Office	852,000
West Side – 2a	C	Commercial Center	55,000
West Side – 3	C	Auto Dealership/Regional Retail	561,000
West Side – 4	C	Regional Retail	462,000
Fire Station	M	Fire Station	NA
WEST SIDE SUBTOTAL			2,539,000
East Side – 1	C	General Office	285,000
East Side – 2	C	Business Park	328,000
East Side – 3	C	Business Park	314,000
East Side – 3a	C	Commercial Center	70,000
East Side – 4	C	Business Park	610,000
East Side – 5	M	Industrial Park	633,000
EAST SIDE SUBTOTAL			2,240,000
PROJECT TOTAL			4,779,000
Total Commercial (C) Zone (Retail: *1,268,000 SF + Office: 2,878,000 SF)*			*4,146,000*
Total Industrial (M) Zone			*633,000*

As shown in Table 1, the 2004 IBC EIR evaluated the development of approximately 4,146,000 net square feet of commercial and/or office space in the C (Commercial) zone and 633,000 net square feet of industrial space in the M (Industrial) zone for a total of 4,779,000 square feet of building area. Both retail and office uses were allowed in the C zone. The IBC project site was designated Industrial (M) by the General Plan at the time of certification. The 2004 IBC EIR assumed that up to 28.6 million cubic yards of earth would be moved around

in mass grading to balance cut and fill between east and west parcels, and that some planning areas might be reduced in size slightly to balance cut and fill. The 2004 IBC EIR included a proposed fire station site in the M (Industrial) zone at the intersection of Grand Avenue and Baker Parkway (Parcel 8 in PM353). The City did not commit to construct a fire station at this location in the 2004 IBC EIR, it only included a potential location for future development by the Los Angeles County Fire Department. This proposed fire station site was relocated to an industrial development site considered in the Industry East Project EIR at the southwest corner of the Grand Avenue and Garcia Lane. An Addendum was approved for this exchange. Therefore, a fire station site that was previously considered in the 2004 IBC EIR is not a part of the Approved Project.

Since the certification of the 2004 IBC EIR, PMs 352 and 353, relocation of the fire station site, and DPs 19-03 and 19-04 have been approved with corresponding addenda.

PM 352 previously subdivided the IBC project site into five numbered (Parcels 1 through 5) and 10 lettered parcels (Parcels A through J) and realigned "B" Street as shown in Figure 3. PM 353 subdivided the area west of Grand Avenue into eight numbered (Parcels 1 through 8) and 10 lettered parcels (Parcels A through J) and two new roadways (Grand Crossing Parkway and "A" Street) as shown in Figure 4. PM 353 modified the alignments of A Street connecting to Grand Avenue and Grand Crossing connecting to both the existing portion of Grand Crossing and A Street.

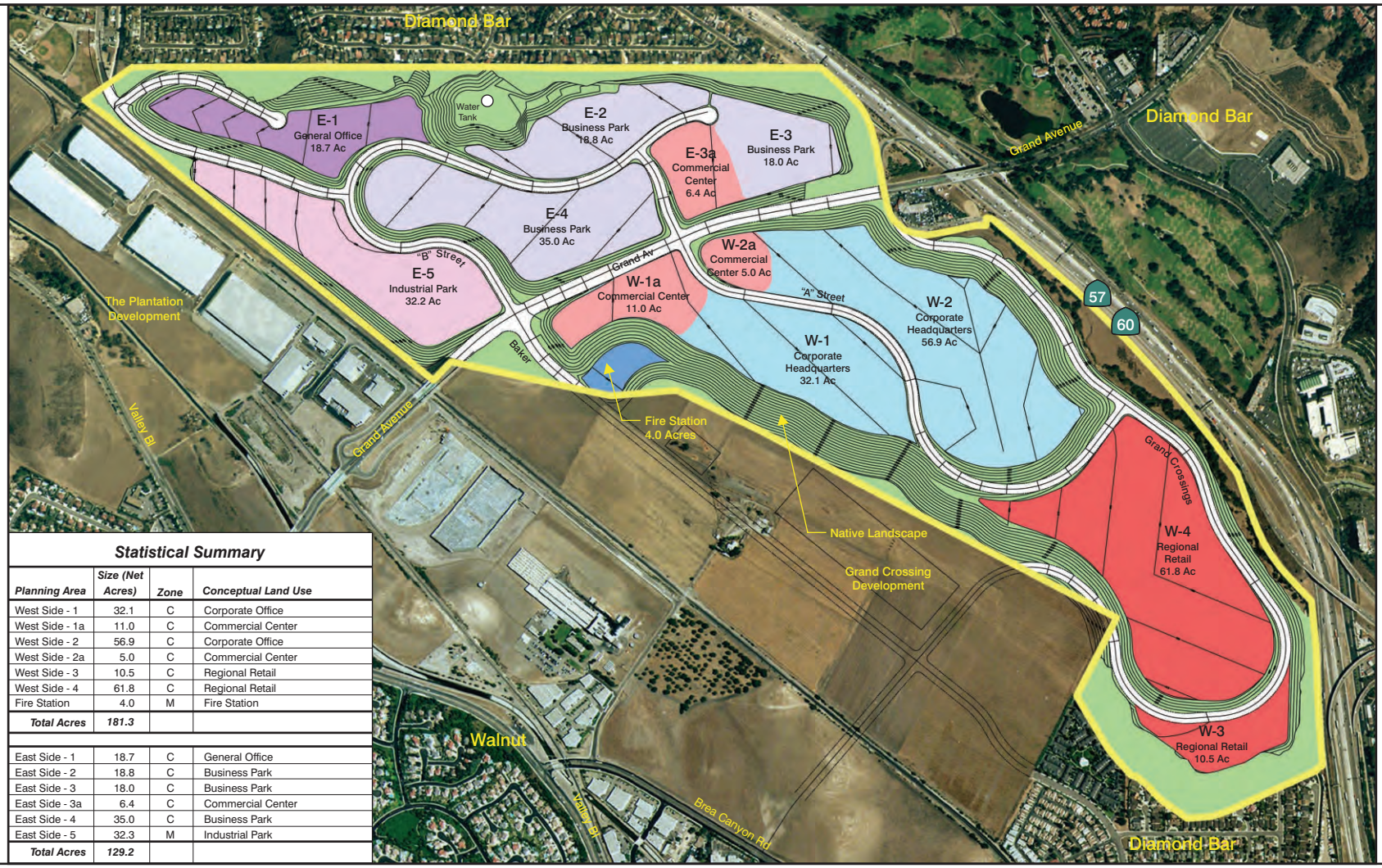
Development Plan 19-03 permitted development of a 623,480-square-foot concrete tilt-up building (Building 2) on a 34.1-acre site (Parcel 3) on PM 352; DP 19-04 permitted development of a 64,000-square-foot (Building 11) and a 60,000-square-foot (Building 12) concrete tilt-up building on Parcel 8 on PM 353. A proposed fire station site for potential future development by the County of Los Angeles Fire Department was included in Parcel 8 in TPM 353, but the site was moved to a new location at the southwestern corner of Grand Avenue and Garcia Lane. With the approval of DP 19-03 and 19-04, the overall allowable industrial space increased from 633,00 square feet to 751,480 square feet but the overall total building area in the IBC project site remained 4,779,000 square feet. Pursuant to these approvals, Table 2, *Approved Project Land Use Development Summary*, describes the allowed land use development total under the Approved Project.

Table 2 Approved Project Land Use Development Summary

Land Use	2004 IBC EIR	Approved Project (Including DPs 19-03 and 19-04)
Retail (Commercial Center, Regional Retail)	1,268,000	1,268,000
Office (Corporate Office, General Office, Business Park)	2,878,000	2,759,520
Retail and Office Subtotal	4,146,000	4,027,520
Industrial	633,000	751,480
TOTAL (Retail, Office & Industrial)	4,779,000	4,779,000

Figure 6 - Approved Project Land Use Plan

3. Project Description



Statistical Summary

Planning Area	Size (Net Acres)	Zone	Conceptual Land Use
West Side - 1	32.1	C	Corporate Office
West Side - 1a	11.0	C	Commercial Center
West Side - 2	56.9	C	Corporate Office
West Side - 2a	5.0	C	Commercial Center
West Side - 3	10.5	C	Regional Retail
West Side - 4	61.8	C	Regional Retail
Fire Station	4.0	M	Fire Station
Total Acres	***181.3***		
East Side - 1	18.7	C	General Office
East Side - 2	18.8	C	Business Park
East Side - 3	18.0	C	Business Park
East Side - 3a	6.4	C	Commercial Center
East Side - 4	35.0	C	Business Park
East Side - 5	32.3	M	Industrial Park
Total Acres	***129.2***		

Project Boundary

0 0.25
Scale (Miles)

Source: City of Industry

3. Project Description

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3.2 MODIFIED PROJECT

The project applicant, Majestic Realty, proposes to develop the IBC project site as all industrial land uses, and eliminate the retail and offices uses. As shown in Table 2, the Approved Project included 4,027,520 square feet of commercial and/or office space and 751,480 square feet of industrial space in the IBC project site, totaling 4,779,000 square feet of building area. The Modified Project involves development of eight industrial concrete tilt-up buildings (DP 20-10 through 17) totaling 4,355,340 square feet of industrial building space, as shown in Figure 7, *Modified Project Land Use Plan*. Table 3, *Modified Project Development Summary*, shows the development summary for the Modified Project. All development plans would meet or exceed the City's required number of parking spaces and provide the minimum landscape of 12 percent.

Table 3 Modified Project Development Summary

Development Plan #	BLDG #	Land Area (AC)	Bldg Area (SF)	Parking (Sps)[1]	Coverage (50% Max)
Modified Project					
DP 20-10	1	52.74	1,000,720	1,051	43.56
DP 20-11	3	37.53	564,480	734	34.53
DP 20-12	4	16.97	240,500	306	32.54
DP 20-13	5	34.29	606,480	663	40.60
DP 20-14	6	35.54	694,400	757	44.86
DP 20-15	7	40.55	708,400	759	40.11
DP 20-16	8	23.81	354,660	423	34.20
DP 20-17	10	10.35	185,700	236	41.19
Subtotal		251.77	4,355,340	4,929	n/a
Permitted under the Approved Project					
DP 19-03	2	34.1	627,480	681	42.24
DP 19-04	11 12	6.24	64,000 60,000	181	45.6
Subtotal		40.34	751,480	862	n/a
Total		292.11	5,106,820	5,791	n/a

[1] The City's parking requirement in the Industrial zone for buildings between 25,000 square feet and 100,000 square feet are 50 spaces plus 1 space per 750 square feet of floor area over 25,000 square feet; and for buildings over 100,000 square feet are 150 spaces plus 1 space per 1,000 square feet of floor area over 100,000 square feet. All development plans proposed in the project site meets or exceeds the City's parking requirement.

[2]

As shown in Table 3, the Modified Project includes development of 4,355,340 square feet of warehousing building space in the IBC project site in addition to the 751,480 square feet of industrial uses already approved in the project site, therefore, a total of 5,106,820 square feet of building area would be constructed in the IBC project site. As stated previously, the total building area allowed in the IBC project site under the Approved Project includes 751,480 square feet of industrial and 4,027,520 square feet of commercial and office, totaling 4,779,00 square feet of building area. Therefore, the total building area in the IBC project site would increase from 4,779,000 square feet under the Approved Project (see Tables 2) to 5,106,820 square feet under the

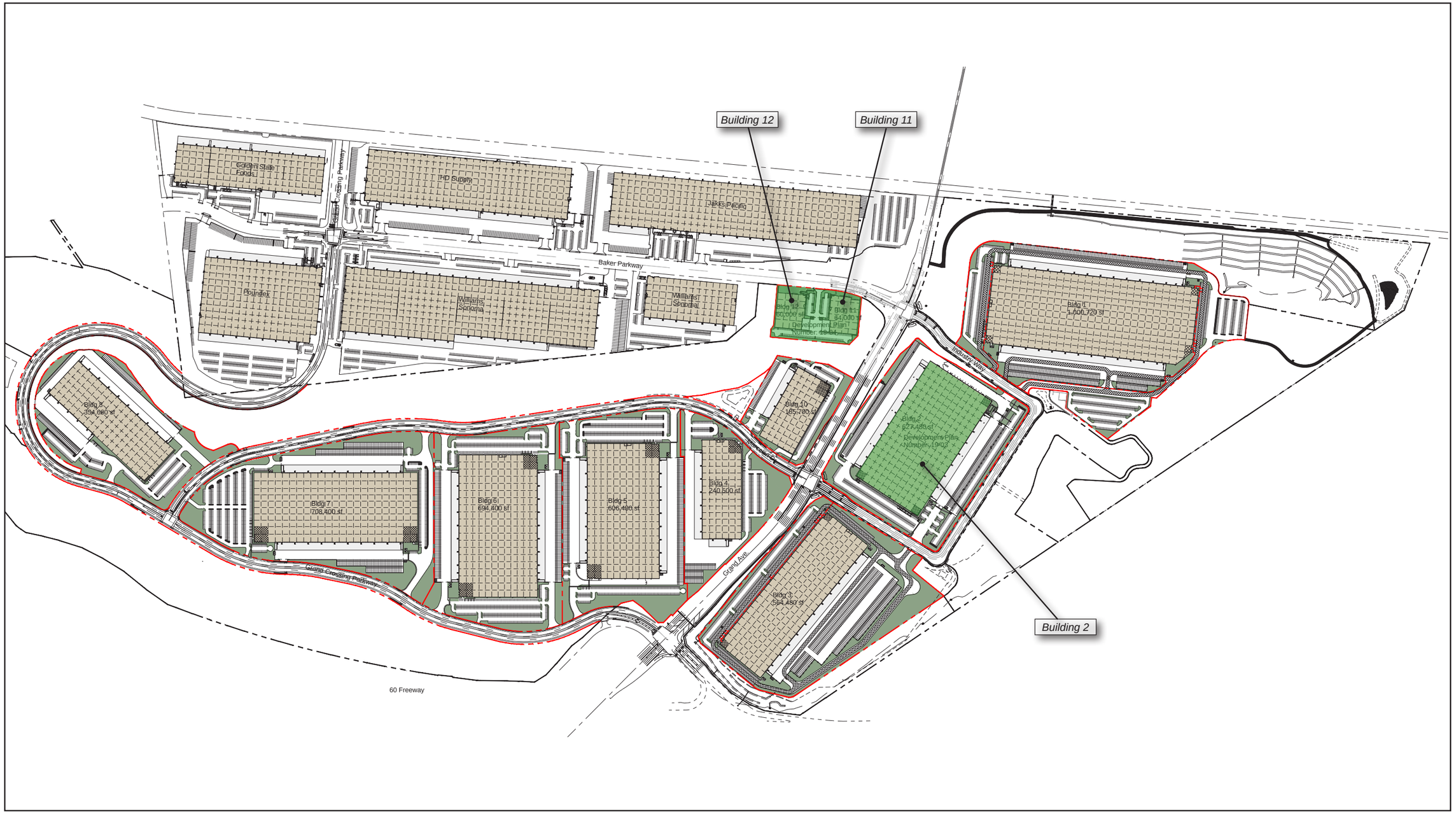
3. Project Description

Modified Project (see Table 3). Table 4, *Approved Project and Modified Project Comparison*, shows the development summary under both Approved and Modified Projects and proposed changes between the two.

Table 4 Approved Project and Modified Project Comparison

LAND USE	Approved Project (sq. ft.)	Modified Project (sq. ft.)	Change (sq. ft.)
Retail & Office (Commercial Center, Regional Retail, Corporate Office, General Office, Business Park)	4,027,520	0	(-4,027,520)
Industrial	751,480	4,355,340	+4,355,340
Subtotal	4,779,000	4,355,340	+327,820
TOTAL	751,480 + 4,355,340 = 5,106,820		

Figure 7 - Modified Project Land Use Plan



Project Boundary

Development Plans19-03 & 19-04 Previously Approved/Under Construction

0 150
Scale (Feet)

Source: Commerce Construction Co., LP, 2020

3. Project Description

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4. Environmental Checklist

4.1 BACKGROUND

1. **Project Title:** Industry Business Center EIR Addendum

2. **Lead Agency Name and Address:**
   City of Industry
   15625 E. Stafford Street
   City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**
   Bing Hyun, Assistant City Manager
   626.333.2211

4. **Project Location:** The project site is generally located south of Ferrero Parkway at Grand Avenue in the City of Industry. The project site consists of two areas separated by Grand Avenue, one on the east side of Grand Avenue and one on the west of Grand Avenue; the east area contains roughly 255 acres and the west area contains roughly 342 acres for a total of approximately 597 acres. The project site is irregularly shaped and is generally bordered by the Union Pacific Railroad and Ferrero Parkway to the north, SR-60/57 freeway to the south, and residential uses and industrial uses to the east and west.

5. **Project Sponsor's Name and Address:**
   Majestic Realty
   13191 Crossroads Parkway North, Sixth Floor
   City of Industry, 91746-3497

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial

8. **Description of Project**: The project applicant proposes to modify the previously approved master plan for the IBC project site that included commercial, office, and industrial uses, and develop the IBC project site as all industrial land uses, eliminating the commercial and office uses.

   The Approved Project included 4,027,520 square feet of commercial and/or office space and 751,480 square feet of industrial space in the IBC project site, totaling 4,779,000 square feet of building area. In addition to the 751,480 square feet of warehousing already approved in the project site, the project applicant proposes to develop eight industrial concrete tilt-up buildings (DP 20-10 through 17) totaling 4,355,340 square feet of industrial building space. Therefore, 4,027,520 square feet of commercial and/or office space will be eliminated and replaced with warehousing and distribution, manufacturing, assembly,

and light industrial uses. The total building area in the project site would increase from 4,779,000 square feet under the Approved Project to 5,106,820 square feet under the Modified Project.

9. Surrounding Land Uses and Setting (Briefly describe the project's surroundings):
The project site is generally surrounded by industrial uses to the north, residential uses to the east and west, and Diamond Bar Golf Club and hotels are located south across the SR-57/60 freeway. The residential uses to the east and west and the golf course are in the City of Diamond Bar. Figure 5, *Aerial Photograph*, depicts theses surrounding land uses.

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

- Los Angeles County Fire Department
- Los Angeles County Building Department
- Los Angeles County Health Services Department
- Los Angeles County Public Works Department
- South Coast Air Quality Management District
- State Water Resources Control Board

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

4.3 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.

Signature	*Date*
Printed Name	*For*

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

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

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

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

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

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

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

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

9. The explanation of each issue should identify:

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

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

4. Environmental Checklist

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5. Environmental Analysis

This section provides evidence to substantiate the conclusions in the environmental checklist. Each section will briefly summarize the conclusions of the 2004 IBC EIR and then discuss whether the Modified Project is consistent with the findings contained in the previous EIR. Mitigation Measures (MMs) and Project Design Features (PDFs) referenced are from the 2004 IBC EIR.

5.1 AESTHETICS

5.1.1 Summary of Previous Environmental Analysis

Visual Quality

The 2004 IBC EIR describes the character of the IBC project site at the time of 2004 IBC EIR preparation, as rolling hills primarily covered with nonnative annual grassland and riparian vegetation along the southern border and along a short reach of an unnamed tributary on the northeast corner.

The 2004 IBC EIR indicated that the existing visual character of the IBC project site would be substantially changed by removing most of the existing vegetation; recontouring the hills; adding streets, buildings, parking lots, and streetlights; and introducing a type of landscaping that includes a wide variety of species, creating texture, forms, and colors that did not exist previously. The 2004 IBC EIR stated that adding complexity to a view is often seen as an improvement in character, and the project design features listed in the 2004 IBC EIR (i.e., PDF 5.1-1 through PDF 5.1-19) along with the existing development standards of the City (Chapters 17.36.060 and 17.36.080 of the municipal code) would ensure quality development; manufactured slopes would have a consistent natural appearance around the entire project site; and the character of the site, though transformed, would be similar to the surrounding communities. The 2004 IBC EIR also stated that the proposed uses would provide a visual transition between the larger, industrial buildings to the north and the smaller-scale developments to the south and the residential areas to the east and west, creating a more cohesive urbanized character for the region. Therefore, the 2004 IBC concluded that the proposed plan for the IBC would have a less than significant impact on the visual character of the site and its surroundings.

Light and Glare

The 2004 IBC EIR stated that light impacts are generally considered an annoyance and impacts from glare can sometimes present safety hazards. Therefore, for the purposes of the EIR analysis, light and glare were determined to have a significant impact if the project would create substantial glare directed toward surrounding streets or if project lighting would substantially exceed established lighting standards typical in the area.

The 2004 IBC EIR indicated that new light sources would be introduced as part of the Approved Project where few currently exist, including streetlights, lighted parking lots, lighted commercial signs and store fronts and interior light from office buildings. However, it was stated that many of these sources of light would not be

visible from the nearby residential areas to the east and west due to the screening provided by the trees and vegetation as part of the PDF requirements. Additionally, the City adopted a sign ordinance in 2002 that puts forth a requirement that illuminated signs should minimize light spillage onto the public right-of-way or adjacent properties. The effect of the new light sources would diminish with distance, and since the IBC land use plan would have large buffer zones between the development and the residential areas with landscaping to screen views of the development, and given the City's regulations regarding light spillage, the impact of the new source of light were considered less than significant. The 2004 IBC EIR also concluded that the type of uses proposed and the type of lighting typically used with for those uses would not create a significant impact to passing motorists on Grand Avenue or the freeways.

5.1.2 Impacts Associated with the Modified Project

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X	

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR determined that although the IBC project site would change substantially, the type of development envisioned by the Approved Project, including setbacks and buffer and the enhanced landscaping and treatment of slopes incorporated into the project as PDFs, would be visually compatible with the surrounding communities. The IBC project site has been mass graded incorporating applicable PDFs described

in the 2004 IBC EIR and the building pads and roads were built in general conformity with the Approved Project. There are no officially designated scenic vistas or scenic corridors in the City, but some portions of the City provide scenic viewsheds to the Puente Hills to the south and the San Gabriel Mountains to the north. The Modified Project would not change the landform or graded building pad elevations analyzed under the Approved Project, and development of concrete tilt-up structures on the already graded building pads would be low-rise development compared to some of the uses in the Approved Project, such as a corporate office that was envisioned as a multi-story structure. Therefore, the Modified Project would not obstruct or have greater impact on these scenic viewsheds compared to the Approved Project. Although visual character of the Modified Project as all industrial would be different from that of commercial and office buildings, as with the Approved Project, the Modified Project would incorporate buffers and enhanced landscaping required in the PDFs and the City's municipal code, Chapter 17.36, Design Review. Therefore, as with the Approved Project, the Modified Project would not result in a significant visual effect on a scenic vista compared to the 2004 IBC EIR. There are no changes or new information that would require preparation of an EIR.

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

No Impact. The 2004 IBC EIR did not identify any scenic highway adjacent to or in the vicinity of the IBC project site. The Modified Project would not change the approved project boundaries, and no scenic resources would be damaged from implementation of the Modified Project. No impact would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would eliminate the commercial and office uses and develop all industrial buildings thereby changing the visual character of the Approved Project. However, the IBC project site is zoned Industrial by the City's zoning map, and the Modified Project would not conflict with the existing zoning and other regulations governing scenic quality. The IBC project site has been mass graded per the Approved Project, and the Modified Project would not change the landform or building pad elevations approved under the Approved Project. The Modified Project would construct single-leveled concrete tilt-up buildings surrounded by the same type of landscaping as the Approved Project. Furthermore, as with the Approved Project, the Modified Project is required to comply with the applicable PDFs listed in the 2004 IBC EIR and the City's municipal code Chapter 17.36, Design Review. Therefore, visual character from the nearby residences would be similar to that from the Approved Project, as they would be looking at the landscaping. The Modified Project would provide a minimum of 12 percent of landscaping, and the buildings would be surrounded by landscaped buffer and would not be directly visible from any adjacent uses to degrade the visual quality of the area. Therefore, the Modified Project would not conflict with the City's regulations governing scenic quality, and impacts would be less than significant. Preparation of an EIR is not necessary.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would develop all industrial buildings and eliminate the commercial and office uses proposed on the project. As with the Approved Project, the Modified Project would include streetlights and lighted parking lots. However, unlike the Approved Project, industrial buildings would not have lighted store fronts or bright signs for retail and commercial uses or interior light from office buildings. Although the industrial buildings would have some office spaces within the buildings, windows in these industrial buildings are expected to be limited in number and size compared to a typical office or commercial building. Therefore, light and glare impacts of the Modified Project would be less than the Approved Project. Signage from the Modified Project would comply with the City's sign ordinance and illuminated signs would be required to minimize light spillage onto the public right-of-way or adjacent properties. Additionally, there would be over 150 feet of buffer zone between the development and the residential areas to the east, so parking lot lights would not adversely affect the abutting residences. As with the Approved Project, landscaping would be provided to screen views and lights from the industrial development. Industrial uses typically generate less light than commercial and office uses because they require fewer exterior lights for store fronts and windows. Therefore, the Modified Project would not result in greater impacts compared to the Approved Project, and there are no changes or new information that would require preparation of an EIR.

5.1.3 Adopted Mitigation Measures Applicable to the Modified Project

Project Design Features (PDF) in the 2004 IBC EIR were incorporated into the project by individual project applicants to avoid or reduce impacts and to improve or provide a beneficial impact to the environmental issue analyzed even where no significant impact has been identified. The 2004 IBC EIR states that because these features are part of the Approved Project, they do not constitute mitigation measures, but will be implemented as special development requirements, and their implementation will be ensured through inclusion in the mitigation monitoring and reporting program. Because PDFs have mitigating effects, this Addendum reviews applicability of both the mitigation measures and PDFs.

No mitigation measures related to aesthetic impacts were in the 2004 IBC EIR. However, the following PDFs were identified, and applicability of each PDF has been evaluated. The PDFs have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Project Design Features	
~~PDF 5.1-1~~	~~All manufactured slopes will be re-vegetated after completion of grading operations.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
PDF 5.1-2	Trees and shrubs will be grouped and spaced to minimize the visibility of drainage devices on graded slope banks.	Applicable.
PDF 5.1-3	Plants on graded slope banks will be fire resistant, drought resistant, native or adapted species, and suitable for erosion control.	Applicable.
PDF 5.1-4	The plant palette source for slope banks within the Industry Business Center will consist of species listed in the "Hillside Design Guidelines" by the Los Angeles County	Applicable.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Department of Regional Planning or from "Landscape Plants for Western Regions" by Bob Perry.	
PDF 5.1-5	South facing (manufactured) slopes will be primarily low, native evergreen shrubs with space tree species widely spaced. Tall, fast growing tree species should be used in this instance, which can be utilized by raptors. These slopes can be planted with trees and hydro-seeded with a mix of native evergreen species of baccharis, California Buckwheat (*Eriogonum fasciculatum*) and other appropriate groundcover and small shrub species from the plant palette. Trees and shrubs planted from containers shall be 15-gallon and 5-gallon minimum size respectively with the exception of California natives, which may be planted in any size to achieve full coverage.	Applicable.
PDF 5.1-6	Graded slopes will be irrigated with reclaimed water, where appropriate.	Applicable.
PDF 5.1-7	Parking lots shall incorporate permeable surfaces when possible, particularly in overflow areas or aisles most distant from the building to facilitate infiltration of storm water on-site ~~(see Figure 5.1-5)~~. The use of non-asphalt surfaces will also minimize the urban heat island effect.	Applicable.
PDF 5.1-8	Parking lots will be planted with 24" box minimum size trees. The tree requirement may be concentrated in drainage/infiltration or pedestrian corridors through the parking lot to either handle drainage on site or to create shaded pedestrian corridors to the main entry of the building ~~(see Figure 5.1-5)~~.	Applicable.
PDF 5.1-9	The City landscape requirement of 12% shall be met or exceeded within individual development projects. Swales are encouraged within any of the landscape areas to filter and maintain storm water on-site ~~(see Figure 5.1-5)~~.	Applicable.
PDF 5.1-10	A fuel modification zone (FMZ) will be established on the eastern and western property edges nearest the residential areas in consultation with the Los Angeles County Fire Department and no trees shall be planted in the FMZ.	Applicable.
PDF 5.1-11	In all pad areas, which are not immediately proposed for development, an appropriate combination of erosion prevention techniques, such as hydro-seeding will be applied to prevent erosion and reduce interim impacts to visual quality. These areas will be maintained to reduce fire hazard until development occurs in that area.	Applicable.
	The following guidelines will be applied to specific areas of the plan as noted.	
~~PDF 5.1-12~~	~~Planning Areas E-1, E-2, E-3: A buffer of at least 150 feet will be placed between the residential areas and the development pads of Planning Areas E-1, E-2 and E-3.~~	Not applicable. The project site has been mass graded and a buffer of at least 150 feet has been provided between the residential areas and the development pads on the east side (Building Areas 1, 2, and 3).
PDF 5.1-13	~~Planning Areas E-1, E-2, E-3~~ Buildings 1, 2, and 3: Between the FMZ and the beginning of the manufactured slopes local native species such as Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmanii*), Mexican Elderberry (*Sambucus mexicana*), California Sycamore (Platanus racemosa) and California Black Walnut (*Juglans californica*) will be planted at a rate of one per 10,000 square feet of area. All native species will be 15-gallon size minimum and protected to ensure survival. P. racemosa should be planted only nearest the low points throughout this corridor.	Applicable.
PDF 5.1-14	~~Planning Areas E-1, E-2, E-3~~ Buildings 1, 2, and 3: Graded slopes in this area will be hydro-seeded with a mix of baccharis, and/or other appropriate available groundcover and small shrub species from the plant palette.	Applicable.
PDF 5.1-15	~~Planning Areas E-1, E-2, E-3~~ Buildings 1, 2, and 3: A dense, fast growing informal grove of trees appropriately selected from the plant pallet will be planted near the water tank to shield views of the tank from the residential areas.	Applicable.
PDF 5.1-16	~~Planning Areas E-1, E-2, E-3~~ Buildings 1, 2, and 3: A 20-foot landscape buffer will be required at the eastern edge of the development pad (top of graded slope) if parking is desired between the building and the eastern property line. Within this landscape buffer any combination of landscape design techniques, such as berms or vine covered low	Applicable.

5. Environmental Analysis

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	walls, shall be incorporated to screen light sources from being viewed from neighboring residential areas. Otherwise, a 30-foot minimum landscape buffer will be required between the property edge and any building. Trees shall be planted in the buffer at a minimum of 30' on center offset.	
PDF 5.1-17	~~Planning Areas E-1, E-2, E-3~~ Buildings 1, 2, and 3: Buildings in these project sites will have varying height limitations dependent on visibility from nearby residential areas with the intent to reduce visual impact to those residential areas.	Applicable.
PDF 5.1-18	~~Planning Areas W-1, W-4~~ Buildings 4, 5, 6, and 7: This north-facing slope will be planted with 100% coverage of shrub and groundcover as it is the largest slope bank within the project. In addition, one (1) fifteen-gallon tree of local native species such as Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmanii*), Mexican Elderberry (*Sambucus mexicana*), California Sycamore (*Platanus racemosa*) or California Black Walnut (*Juglans californica*) will be planted at a rate of one per 10,000 square feet and appropriately protected to ensure survival. Where practicable, slope areas should be flattened slightly and pushed out to allow for cluster planting of these species to break the monotony of the shrub covered slope, add interest and provide potential habitat.	Applicable.
PDF 5.1-19	~~Planning Area W-3~~ Building 8: The west/northwest facing slopes along the western edge of the project site will have an appropriately landscaped buffer and building setback to minimize views from the residential neighborhood to the west. Buildings in these site locations overlooking the residential area will have varying height limitations with the intent to reduce visual impact to residential areas.	Applicable.
PDF 5.1-20	~~Planning Areas E-1, E-2, E-3, W-3, W-4~~ Buildings 1, 2, 3, 7, and 8: Lighting will be focused down on the building and parking lot areas and no light spill shall occur beyond the landscape setback. Intense light sources will not be visible from any of the nearby residential areas.	Applicable.

5.1.4 Level of Significance After Mitigation

With the implementation of the applicable PDFs, impacts related to aesthetics would be less than significant. No separate mitigation measures were outlined in the 2004 IBC EIR.

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 Summary of Previous Environmental Analysis

The Initial Study prepared for the 2004 IBC EIR indicated that there is no prime farmland or unique farmland or farmland of Statewide Importance located on the project site according to the maps prepared for the Farmland Mapping and Monitoring Program, and therefore no conversion of such farmland would take place. The IS also indicated that the project site is zoned industrial and is not subject to a Williamson Act contract.

The 2004 IBC EIR indicated that project site has been used in the past for agricultural purposes, and portions of the project site were being used for cattle grazing. However, it was concluded that most similar cattle grazing operations have moved to the Inland Empire and other regions as urban development within Los Angeles County has occurred, and that there are no agricultural soils of statewide significance on-site or in the project vicinity. Therefore, the 2004 IBC EIR determined that no significant amount of valuable agricultural soils would be taken out of production, that the project site has been zoned for industrial use, and that the City has planned to discontinue agricultural uses on the site for many years as the area is converted to urban uses. The

2004 IBC EIR found the impact of converting this parcel of agricultural land to other uses to be less than significant.

5.2.2 Impacts Associated with the Modified Project

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 Dept. 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 proposed project:

	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
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?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					X
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X
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?					X

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 has been mass graded per the Approved Project. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide within the project site. Development of the project site into all industrial uses and eliminating the commercial and office uses would have no impact on agricultural resources. The Modified Project would not change the boundaries of the project site, and no impact would occur.

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

No Impact. The project site is zoned Industrial and is not subject to a Williamson Act contract. Development of the project site into all warehousing uses and eliminating the commercial and office uses would have no impact on zoning for agricultural use. No impact would occur.

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

No Impact. The project site is zoned Industrial, and the Modified Project would not change the existing zoning or cause rezoning of forest land or timberland. Development of the project site into all industrial uses and eliminating the commercial and office uses would have no impact on zoning for forest land or timberland. No impact would occur.

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

No Impact. The project site has been mass graded per the Approved Project, and the Modified Project would not change the boundaries of the project site. Development of the project site into all industrial uses and eliminating the commercial and office uses would have no impact on the loss of forest land. No loss of forest land or conversion of forest land to non-forest use would occur. No impact 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. The project site has been mass graded per the Approved Project, and the Modified Project would not result in conversion of Farmland to nonagricultural use or forest land to non-forest use. No impact would occur.

5.2.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to agricultural resources were outlined in the 2004 IBC EIR.

5.2.4 Level of Significance After Mitigation

As with the Approved Project, impacts of the Modified Project would be less than significant.

5.3 AIR QUALITY

5.3.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR determined that the Approved Project would be consistent with the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan (AQMP). In addition, the 2004 IBC EIR determined that even with incorporation of Mitigation Measures 5.2-1, 5.2-2, and 5.2-3, implementation of the Approved Project would result in significant and unavoidable regional air quality impacts from CO, NO_x, and VOC for construction and CO, NO_x, VOC, and PM_{10} for operation. Furthermore, with implementation of Mitigation Measure 5.2-4, the Approved Project would not expose sensitive receptors to substantial concentrations of air pollutants, including toxic air contaminants (TACs). The 2004 IBC EIR also identified that impacts from a cumulatively considerable net increase of criteria pollutants, namely carbon monoxide (CO) hotspots, would be less than significant. Lastly, the Approved Project would not create objectionable odors.

5.3.2 Impacts Associated with the Modified Project

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:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X	
c) Expose sensitive receptors to substantial pollutant concentrations?				X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X	

5. Environmental Analysis

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR A consistency determination with an AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in an AQMP. South Coast AQMD is responsible for developing the AQMP for the South Coast Air Basin (SoCAB) region.

Since the 2004 IBC EIR was certified, the South Coast AQMD has adopted a new AQMP. The current air quality plan for the SoCAB region is the 2016 AQMP, which was adopted March 2017 (South Coast AQMD 2017). Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Projects that are consistent with the local general plan are considered consistent with the air quality–related regional plan.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections, and therefore the assumptions in AQMPs prepared for the region. The 2004 IBC EIR identified that the Approved Project would be consistent with the AQMP. As compared to the Approved Project, the Modified Project would consist entirely of industrial buildings and would increase the overall allowed building space in the from the Approved Project by 327,820 square feet, from 4,779,000 square feet to 5,106,820 square feet. This increase in building space is less than 650,000 square feet of floor area, which would be of statewide, regional, or area-wide significance, per Section 15206(b) of the CEQA Guidelines. Furthermore, the net increase in emissions of the Modified Project compared to the Approved Project would not exceed the South Coast AQMD's regional operation-phase significance thresholds, and impacts would be less than significant. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the 2004 IBC EIR would occur. No changes or new information would require preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR

Regional Construction Impacts

Construction emission impacts associated with the Approved Project from the 2004 IBC EIR were found to be significant and unavoidable. Since the 2004 IBC EIR, the IBC project site has been mass graded, and 3 of the 11 buildings (Buildings 2, 11, and 12[1]), have been approved and are in construction. The Modified Project includes the construction of up to eight new warehouse buildings and the associated parking lots and landscaped surfaces. Construction of the Modified Project would generate criteria air pollutants associated with

[1] Though buildings are labeled up to 12, there is no Building 9. Therefore, there are only 11 buildings.

construction equipment exhaust and fugitive dust from building construction, pavement of asphalt and non-asphalt surfaces, and architectural coatings.

Based on information provided by the construction contractor for the Modified Project, construction of each building would take approximately 10 months. Building 1 is the largest building and associated with the Modified Project and is used to estimate 'worst-case' construction emissions for all eight buildings. The approximate construction start date for the buildings is identified below:

- Buildings 1 and 4: January 2022
- Buildings 3 and 10: January 2023
- Buildings 5 and 8: January 2024
- Buildings 6 and 7: January 2025

As identified above, up to two buildings would be constructed at a time. As seen in Table 5, *Maximum Daily Regional Construction Emissions*, compared to the Approved Project, the Modified Project would result in a net reduction in VOC, NO_x, and CO construction air pollutant emissions and would result in a minimal increase in SO_2 and PM_{10} emissions, which would not exceed the South Coast AQMD's regional construction thresholds. The modeling data is included in Appendix A to the Addendum. Therefore, the Modified Project would not result in a substantial increase in magnitude of construction emissions compared to those evaluated in the 2004 IBC EIR. There are no changes or new significant information which would require preparation of an EIR.

Table 5 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2004 IBC EIR Table 5.2-5						
Grading/Site Preparation Phase	87	722	637	0	774	NA
Building Construction Phase	936	648	839	<1	27	NA
Maximum Daily Emissions	936	722	839	<1	774	NA
Modified Project						
Building 1 – Fine Grading	4	45	34	<1	5	2
Building 1 – Utility Trenching and Building Construction	6	45	57	<1	13	4
Building 1 – Building Construction	6	40	48	<1	12	3
Building 1 – Building Construction and Painting[3]	182	41	57	<1	14	4
Building 1 – Building Construction and Paving	11	48	60	<1	13	4
Building 1 – Paving	6	9	12	<1	1	<1
Building 1 – Paving and Finishing Grading/Landscaping	6	13	18	<1	1	1
Maximum Daily Construction Emissions						
Maximum Daily Emissions (One Warehouse)	182	48	60	<1	14	4
Maximum Daily Emissions (2 Warehouses)[4]	364	96	120	<1	28	8
Comparison of Modified Project to 2004 IBC EIR Table 5.2-5						
Change from 2004 IBC EIR	-572	-625	-718	<1	-745	NA
South Coast AQMD Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

5. Environmental Analysis

Table 5 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$

Source: CalEEMod Version 2016.3.2.25

[1] Based on the preliminary information provided by the Construction Contractor. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers. Does not reflect additional emissions reductions from modifications to the mitigation measures, including use of zero VOC architectural coatings.

[3] Modeling does not account for zero VOC paints, as seen in Modified MM 5.2-1.

[4] Maximum daily emissions for construction of 2 warehouses at any time during the 8-year construction period represents the worst-case scenario.

Long-Term Operational Impacts

Operational emissions associated with the Approved Project were found to be significant and unavoidable. The Modified Project would result in new warehouse buildings, painted surfaces, and paved and landscaped surfaces that would generate air pollutant emissions from area sources, energy use, and mobile sources. As seen in Table 6, *2004 Approved Project and Modified Project Criteria Air Pollutant Emissions*, implementation of the Modified Project's operational air pollutant emissions would result in a net reduction for all criteria air pollutant emissions, with the exception of NO_x. While the Modified Project would have less VMT than the Approved Project (see Section 5.17, *Transportation*), more of the trips and VMT are from heavy duty trucks, which have a higher NO_x emissions rate. Although NO_x emissions associated with the Modified Project would be higher than the Approved Project, emissions would not exceed the South Coast AQMD's regional operations significance thresholds; therefore, the Modified Project would not result in a substantial increase in emissions. Additionally, modifications to Mitigation Measure 5.2-4 would require electric yard trucks and electrification of docking bays for warehouses with cold storage, which would eliminate emissions from these sources, resulting in a reduction of 115 pounds per day of NOx emissions. Thus, there are no changes or new significant information which would require preparation of an EIR.

Table 6 2004 IBC EIR and Modified Project Criteria Air Pollutant Emissions

Emissions Sector	Pounds per Day					
	VOC	NOx	CO	SO	PM_{10}	$PM_{2.5}$
2004 IBC EIR Table 5.2-6						
2004 IBC EIR	301	497	3,495	4	663	NA
Modified Project						
Area	118	<1	1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile (Passenger)	16	11	161	<1	47	13
Mobile (Trucks)	8	418	117	2	85	26
Offroad[1]	7	54	97	<1	3	3
TRUs[1]	7	67	93	<1	1	1
Total	156	551	470	3	136	42
Comparison of Modified Project to 2004 IBC EIR Table 5.2-6						
Change from 2004 IBC EIR	-145	54	-3,024	-1	-527	NA
South Coast AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	NA

Source: CalEEMod Version 2016.3.2.25

Note: Modeling for air quality is based on development of warehouse uses as worst case scenario because manufacturing and assembly and light industrial uses do not generate as many truck trips and VMT. As a result, criteria air pollutants and toxic air contaminants are higher; and thus, the analysis provides a more conservative emissions scenario.

[1] MM 5.2-4 would require electric yard trucks and electrification of docking bays serving cold-storage tenants, which would eliminate emissions from this emissions sector

c) Expose sensitive receptors to substantial pollutant concentrations?

The Modified Project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction

Localized Significance Thresholds

Since the 2004 IBC EIR was certified, the South Coast AQMD has adopted localized significance thresholds (LST), which are based on the California ambient air quality standards (AAQS), which are the most stringent AAQS that have been established, to provide a margin of safety in the protection of public health and welfare. They are designated to protect those sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and source receptor area (SRA). The receptors near the IBC project site include single-family residents, which are approximately 82 feet away to the west of the IBC project site. Modeling is conservative because all warehouses are not within 82 feet of sensitive receptors as there would be a minimum of 150 feet buffer between the residences and the warehouses.

5. Environmental Analysis

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. The IBC project site is located within SRA 10 – Pomona Walnut Valley. Table 7, *Modified Project Localized Construction Emissions*, shows the maximum daily construction emissions (lbs per day) generated during onsite construction activities compared with the South Coast AQMD's screening-level construction LSTs. As shown in Table 7, the Modified Project's construction activities would not generate emissions that exceed South Coast AQMD screening-level construction LSTs. Thus, implementation of the Modified Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the 2004 IBC EIR would occur. No changes or new information would require preparation of a subsequent EIR.

Table 7 Modified Project Localized Construction Emissions

	Pollutants(lbs/day)[1]			
Construction Activity	NOx	CO	PM_{10}[2]	$PM_{2.5}$[2]
South Coast AQMD ≤1.00 Acre LST	103	612	4.00	3.00
Building Construction	3	4	0.11	0.10
Building Construction and Painting	3	6	0.12	0.11
Paving	9	11	0.48	0.44
Exceeds LST?	No	No	No	No
South Coast AQMD 1.50 Acre LST	126	748	5.00	3.50
Utility Trenching and Building Construction	8	12	0.38	0.35
Building Construction and Paving	12	16	0.59	0.54
Exceeds LST?	No	No	No	No
South Coast AQMD 2.00 Acre LST	149	885	6.00	4.00
Paving and Finishing Grading/Landscaping	13	17	0.70	0.64
Exceeds LST?	No	No	No	No
South Coast AQMD 5.00 Acre LST	236	1,566	11.99	7.00
Fine Grading	45	33	4.35	1.98
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25 and South Coast AQMD 2008 and 2011.
Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. For the project site in SRA 10, the screening level LSTs are based on an 82 ft receptor (residents).
1 Based on information provided or verified by the District. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD.
2 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risk

The 2004 IBC EIR did not identify any concentrations of short-term emissions that would constitute a significant health risk because there were no guidelines available at the time of certification. The South Coast AQMD currently does not require health risk assessments for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015). OEHHA has developed a cancer risk factor and

noncancer chronic reference exposure level for DPM, but these are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. South Coast AQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. Like the Approved Project, the Modified Project would be completed over approximately four years. When compared to a 30-year time frame, this duration would further limit exposure of on- and off-site receptors. In addition, exhaust emissions from off-road vehicles associated with the Modified Project's construction activities would not exceed the screening-level LSTs. For these reasons, it is anticipated that construction emissions would not pose a threat to off-site receptors near the Modified Project, and project-related construction health impacts would be less than significant. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the 2004 IBC EIR would occur. No changes or new information would require preparation of a subsequent EIR.

Operational Phase

Operational Health Risk

Impacts from substantial pollutant concentrations on sensitive receptors associated with DPM from warehouses operation of the Approved Project in the 2004 IBC EIR were found to be less than significant with implementation of Mitigation Measures 5.2-4. This mitigation measure requires site-specific operational HRAs to identify the mandatory measures necessary to achieve South Coast AQMD's significance threshold. For the Modified Project, an operational HRA was conducted to determine the measures needed to meet the performance standards for health risk and is included as Appendix B to the Addendum. Table 8 presents the results summary for the unmitigated project scenario. The HRA predicted the Maximum Exposed Individual Resident (MEIR) is immediately east of Building 3, along Rock River Road. The Maximum Exposed Individual Worker (MEIW) is the Williams Sonoma facility west of Building 10 and southwest of Building 12, along Baker Parkway.

Table 8 Unmitigated HRA Results

Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident (MEIR)	78	0.018
Maximum Exposed Individual Worker (MEIW)	2.7	0.009
Armstrong Elementary School	4.3	0.006
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	Yes	No

Note: Cancer risk calculated using 2015 OEHHA Guidance Manual.
MEIR cancer risks are calculated for the 30-yr residential scenario. MEIW cancer risk calculated for 25-yr worker scenario. Armstrong Elementary School cancer risk calculated for 8-year student scenario (ages 4 to 11).
Source: HARP2, Air Dispersion Model and Risk Tool.

The results provided in Table 8 indicate that the maximum incremental cancer risk at the MEIR is 78 per million, which exceeds the significance threshold of 10 per million. Of the total cancer risk at the MEIR, 75

percent is from yard trucks, 23 percent is from TRU idling/cycling, and the remaining 2 percent is from truck travel (on-site and off-site) and truck idling.

The cancer risks for the MEIW and Armstrong Elementary School are below the 10 per million threshold. For noncarcinogenic effects, the chronic hazard indices identified for each toxicological endpoint totaled less than one for the MEIR, MEIW, and Armstrong Elementary School. Thus, chronic noncarcinogenic hazards are below the significance threshold.

Modifications to MM 5.2-4 that would eliminate use of diesel yard trucks and diesel TRUs on-site would substantially reduce DPM emissions from project operation. The results of the health risk assessment with the Modified Mitigation Measure 5.2-4 are provided in Table 9. The incremental cancer risk at the MEIR is 1.9 in a million for the mitigated scenario, which is below the significance threshold of 10 per million. Additionally, the MEIR chronic hazards and health risk values at the MEIW and Armstrong Elementary School would be further reduced below the significance thresholds with implementation of Modified Mitigation Measure 5.2-4.

Table 9 Mitigated HRA Results

Receptor	Cancer Risk (per million)	Chronic Hazard Index
Maximum Exposed Individual Resident (MEIR)	1.9	<0.001
Maximum Exposed Individual Worker (MEIW)	0.11	<0.001
Armstrong Elementary School	0.15	<0.001
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	No	No

Note: Cancer risk calculated using 2015 OEHHA Guidance Manual.
MEIR cancer risks are calculated for the 30-yr residential scenario. MEIW cancer risk calculated for 25-yr worker scenario. Armstrong Elementary School cancer risk calculated for 8-year student scenario (ages 4 to 11).
Source: HARP2, Air Dispersion Model and Risk Tool.

Therefore, with the implementation of Modified Mitigation Measure 5.2-4, the project would not expose off-site sensitive receptors to substantial concentrations of hazardous air pollutant emissions during project operation, and impacts would be less than significant with mitigation. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the 2004 IBC EIR would occur. No changes or new information would require preparation of an EIR.

Operation-Phase LSTs

As identified above, since the 2004 IBC EIR was certified, the South Coast AQMD has adopted LSTs that are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. As shown in Table 10, the Modified Project could generate emissions that exceed South Coast AQMD screening-level LSTs for PM_{10} and $PM_{2.5}$.

Table 10 Localized On-Site Operational Emissions

Source[1]	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<1	1	<1	<1
Off-Road	54	97	3	3
Mobile (Truck Idling)[1]	1	1	<1	<1
Mobile (Onsite Truck Travel)[1]	32	3	<1	<1
TRUs	67	93	1	1
Maximum Daily Onsite Operation Emissions	154	195	4	4
South Coast AQMD LST	236	1,566	3	2
Exceeds LST?	No	No	Yes	Yes

Source: CalEEMod Version 2016.3.2.25; South Coast AQMD 2008.
Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. Operational LSTs are based on non-residential receptors within 82 feet (25 meters) in SRA 10.
[1] Onsite emissions from truck idling and onsite truck travel are based on emissions estimate in the HRA.

A health risk assessment was conducted for DPM, as identified above, to determine concentrations of DPM emissions at nearby sensitive receptors and associated health risk. Additionally, as shown in Table 11, with modifications to Mitigation Measure 5.2-4 that would require electric yard trucks and electrification of docking bays for warehouses with cold storage, on-site emissions from these sources would be eliminated and would result in criteria air pollutants below their respective operational LST values. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the 2004 IBC EIR would occur. Thus, no changes or new information would require preparation of an EIR.

Table 11 Localized Onsite Operational Emissions with Incorporation of Modified MM 5.2-4

Source[1]	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<1	1	<1	<1
Off-Road[1]	0	0	0	0
Mobile (Truck Idling)[2]	1	1	<1	<1
Mobile (Onsite Truck Travel)[2]	32	3	<1	<1
TRUs[1]	0	0	0	0
Maximum Daily Onsite Operation Emissions	33	5	<1	<1
South Coast AQMD LST	236	1,566	3	2
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25; South Coast AQMD 2008.
Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. Operational LSTs are based on non-residential receptors within 82 feet (25 meters) in SRA 10.
[1] Modified Mitigation Measure 5.2-4 requires electric yard trucks and electrification of docking bays for warehouses with cold storage, which would eliminate onsite emissions from these sources.
[2] On-site emissions from truck idling and onsite truck travel are based on emissions estimate in the HRA.

CO Hotspots

The 2004 IBC EIR identified less than significant CO hotspot impacts because it would generate a total of 5,442 PM peak hour trips. The Modified Project would generate a total of 1,278 PM peak hour trips, a reduction of 4,164 trips compared to the Approved Project, and substantially below the incremental increase in peak hour vehicle trips needed to generate a significant CO impact. Implementation of the Modified Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the IBC project site. Therefore, implementation of the Modified Project would not introduce new significant impacts substantially more severe than the CO hotspot impacts previously identified in the 2004 IBC EIR. No changes or new significant information would require preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR did not identify any substantial odors from sources such as wastewater treatment plants, composting/recycling facilities, fiberglass manufacturing, painting/coating, coffee roasters, or food processing facilities. Like the Approved Project, because the Modified Project would not involve operation of sources such as those listed above, it would not introduce new sources of odor on-site. Therefore, there would be no changes or new significant information which would require preparation of an EIR.

5.3.3 Adopted Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each mitigation measure has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and underline for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Mitigation Measures	
MM 5.2-1	Prior to the issuance of grading permits, the project applicant shall include a note on all grading plans, which requires the construction contractor to implement following measures during grading and construction. These measures shall also be discussed at the pregrade conference. • Use low emission mobile construction equipment with engines rated by the U.S. Environmental Protection Agency (EPA) as EPA Tier 3 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the City of Industry that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 3 emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to construction, the project engineer shall ensure that all construction (e.g., demolition and grading) plans clearly show the requirement for EPA Tier 3 emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Industry. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.	Applicable.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Nonessential idling of construction equipment shall be restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9 Tier 3. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. • Utilize existing power sources (i.e., power poles) when feasible. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service). • Use ~~low VOC~~ zero volatile organic compound (VOC) coatings for all interior painting. ~~and solvents or attain similar emissions reductions by limiting the number of gallons applied per day~~.	
MM 5.2-2	The project applicant shall incorporate into the construction schedule the following measures for transportation alternatives: • Truck deliveries and pickups shall occur during off-peak hour when feasible. • Adequate ingress and egress shall be provided at all entrances to public facilities to minimize vehicle idling at curbsides. • Dedicated turn lanes and/or other roadways improvements shall be provided as appropriate at heavily congested roadways.	Applicable.
MM 5.2-3	Project applicant shall implement the following emissions reduction measures: • Utilize energy-efficient appliances to reduce energy consumption and emissions. • Utilize energy-efficient and automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions.	Applicable.
MM 5.2-4	Prior to issuance of building permits for any building ~~located adjacent to sensitive receptors (e.g., residential uses)~~, the project applicant/future tenant shall implement the following measures consistent with the Health Risk Assessment conducted for the proposed project ~~submit a diesel particulate matter toxic exposure analysis to the City for review and approval. The analysis shall demonstrate that the construction activity falls within applicable federal or state standards or that appropriate measures will reduce emissions sufficiently to meet the standards. These measures may include~~: • ~~Extended buffer zones;~~ • ~~Revisions to building and truck activity area orientation and placement;~~ • ~~On-site truck parking restrictions;~~ • ~~On-site idling restrictions;~~ To reduce idling emissions from transport trucks, signage shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations (e.g., Rule 2485). At minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict nonessential idling to no more than two consecutive minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations. All signage shall be made of weatherproof materials. All site and architectural plans submitted to the City of Industry Planning Department shall note the locations of these signs. Prior to issuance of the Certificate of Occupancy, the City of Industry Building Department shall verify the installation of these signs. • ~~Electrification of truck activity areas thereby allowing refrigeration equipment to be shut off;~~ All truck/dock bays that serve cold storage facilities within the	Applicable.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and architectural plans submitted to the City of Industry Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Industry Building Department shall verify electrification of the designated truck/dock bays. • ~~Any other measures that could reduce on-site travel and/or idle time; or revision of proposed land use within the proper designation.~~ Electric-powered or hydrogen fuel cell off-road equipment (e.g., yard trucks/hostlers) shall be utilized on-site for a maximum of 90 percent daily warehouse and business operations. Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Industry Planning Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use electric-powered equipment for daily operations subject to the requirement above. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. During operation, the building tenant and/or building owner shall maintain a list of all off-road equipment used onsite. The equipment list shall state the makes, models, and numbers. These records shall be made available to the City of Industry upon request.	

5.3.4 Level of Significance After Mitigation

With implementation of these mitigation measures, impacts of the Modified Project would not be greater than those identified in the 2004 IBC EIR.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR indicated that the topography of the project site is hilly and variable, with elevation ranging from approximately 570 feet to approximately 912 feet. Diamond Bar Creek ran along the southern boundary of the project site and appeared to have surface water flows year-round, with water sources including upstream nuisance flows from human development, natural flows from intermittent blue line streams east of the site (draining the facing Puente Hills), and water sheet flow from the hills within the project site north/northwest of the creek. At the northeast corner of the project site a small, unnamed drainage crossed the corner of the site from east to north and is a short tributary to San Jose Creek. The project site has historically been used for livestock grazing, which has diminished the amount of plant and animal diversity found on-site.

The 2004 IBC EIR identified approximately 166 species of vascular plants, and of these species, about 85 species were described as nonnative. Nonnatives formed a very high proportion (greater than 90 percent) of the total herb layer cover for the study area. The 2004 IBC EIR identified four natural communities within the project site: Riversidian Sage Scrub (10.9 acres), nonnative Annual Grassland (564.3 acres), remnant Purple

Needlegrass Grassland (4.8 acres), and riparian (including Mulefat Scrub) (11.7 acres), totaling approximately 592 acres.

Wildlife

Vertebrate wildlife identified within the project site totaled over 100 species, and of the species recorded, less than 10 percent were nonnative. The observed animals with special status (Endangered, Threatened and/or Rare, which is a State status) included Northern Harrier, Cooper's Hawk, Vaux's Swift, Loggerhead Shrike, Horned Lark, Yellow Warbler, Rufous-crowned Sparrow, and Tricolored Blackbird. The complete faunal list was included in Appendix D of the 2004 IBC EIR.

Special Status Plants

Endangered and Threatened Plants

Eleven species of plants listed or proposed for listing as Endangered, Threatened, and/or Rare were initially determined to have some potential to occur within the geographical vicinity of the project site. However, the 2004 IBC EIR concluded that after reviewing available information in conjunction with results of the special status plant–focused work, impacts to all eleven species would be less than significant. If any of these species were to occur within the IBC project site, they would occur only as a small remnant population, isolated from other populations and thus from larger, more viable natural areas.

Other Special Status Plants

Twenty-nine species of special status nonlisted plants were initially thought to have some potential to occur within the geographical vicinity of the project site. However, of these 29 species initially reviewed, 5 were judged to have a low likelihood of occurring within the project site, and the remaining 24 species had no reasonable likelihood of being present.

Special Status Animals

Endangered and Threatened Animals

Twelve species of animals listed or proposed for listing as Endangered or Threatened were initially determined to have some potential to occur within the geographical vicinity of the project site and/or were recommended by the U.S. Fish and Wildlife Service to be included.

Other Special Status Animals

Forty-two species of special status, nonlisted animals were initially determined to have some potential to occur within the geographical vicinity of the project site and/or were recommended by the U.S. Fish and Wildlife Service to be included. However, these species were eliminated as having potential for occurrence on the site or in constraining roles based on a variety of variables including but not limited to range, resource requirements, site disturbances, surrounding land use context, and site elevation.

Each species' likelihood of occurrence was based on the species' potential to occur in a regulatory constraining role, not simply occur on the site. For example, a single Tricolored Blackbird was found foraging amongst a

flock of Red-winged Blackbirds during the spring field work. The species was confirmed present but because the project site lacks the potential breeding habitat and is not judged to provide important foraging habitat for breeding colonies of this species in the surrounding vicinity, its presence is judged to be in a non-constraining role.

Of the 42 species, six were judged to have a reasonable likelihood of occurrence on the project site in a potentially constraining role: Cooper's Hawk, California Horned Lark, Western Yellow Warbler, and Yellow-breasted Chat. An additional two species, Loggerhead Shrike and Ashy Rufous-crowned Sparrow, were confirmed on the site during the field work. Horned Larks were observed on the site during spring but not detected outside of migration. However, the site is judged to provide suitable potential breeding habitat for this species. One or two pairs of Loggerhead Shrike and Rufous-crowned Sparrow are expected to reside on the site.

After reviewing available information along with results of the focused studies for Southwestern Willow Flycatcher, Least Bell's Vireo, and Coastal California Gnatcatcher, the 2004 IBC EIR indicated that all 12 Endangered or Threatened species thought to have potential to occur within the vicinity of the project site were determined to have no reasonable likelihood of occurrence at or closely adjacent to the study area, and thus no potential for direct effects would occur due to the Approved Project. In addition, after reviewing site conditions and species information on the 42 other special status animals, 36 of these species were found to have no reasonable likelihood of occurrence in potentially constraining roles and thus no impacts were anticipated.

For the remaining six species in a potentially constraining role, the number of individuals potentially affected by the project were expected to be low. For those species that had potential for breeding in the riparian (Cooper's Hawk, Western Yellow Warbler, Yellow-breasted Chat) the existing noise from SR-60/57 and the railroad were expected to appreciably reduce the value of the riparian areas as potential breeding habitat for these species. The number of birds and species diversity and abundance detected during the listed riparian birds focused survey was judged very low compared to other areas of similar vegetation structure in the region. The noise levels along Diamond Bar Creek were measured at 64 decibels, with 55 to 60 decibels typically regarded as the point at which deleterious effects to birds from noise occur. Given the regularity with which all six of these species occur regionally and the anticipated low number of potentially affected individuals, impacts to these species due to the Approved Project were judged adverse but not significant.

The 2004 IBC EIR required that prior to the issuance of permits for any grading activity, including but not limited to clearing, grubbing, mowing, discing, trenching, grading, fuel modification, and/or other related construction activity, the City or subsequent project applicant must obtain written authorization from the appropriate federal, State, and local agencies that said activity complies with the regulations enforced by those agencies.

Wildlife Corridors

The 2004 IBC EIR concluded that the project site did not appear to have the usual important characteristics of a valuable corridor and that the degree of animal movement across the project site to open space in the general vicinity was low, and for common species of birds, was not important. However, due to the rapidly

declining lands between the San Jose and Puente Hills (both known to be occupied by listed species such as Coastal California Gnatcatcher) and other open space areas in the region, the 2004 IBC EIR concluded that there is an important potential for linkage value, particularly for Coastal California Gnatcatcher populations in the San Jose and Puente Hills, that could be substantially altered by the project. The 2004 IBC EIR indicated that continued development that further reduced the likelihood of linkage could have large-scale biological ramifications on already declining species or "isolated" populations of declining species. Therefore, a potentially significant impact on habitat linkages or wildlife corridors was identified, and mitigation measures were incorporated.

The 2004 IBC EIR determined that implementation of mitigation measure MM 5.3-7 and MM 5.3-8 would reduce impacts to a less than significant level. MM 5.3-7 required creation and maintenance of native vegetation along the west and north boundaries (on the west side) and along the east boundary of the east side of the project site, including local native plant landscaping within the bottomland area. MM 5.3-8 required the landscaping plan for manufactured slope to be designed to provide linkage opportunities for affected species.

Raptor Foraging and Nesting

The 2004 IBC EIR indicated that the project site provides 591.7 acres of potential raptor-foraging habitat within a highly developed surrounding area. However, although the bulk of the project site is expected to be used by the common raptors of the region, it is also anticipated to be used by special status and less common species of raptors during migration and winter. The project site lies within a rapidly developing landscape that is reducing the amount of foraging grounds for this already declining group of birds. Given the amount of acreage of potential foraging habitat being lost within the context of a rapidly developing landscape, it is judged that the project could significantly impact foraging raptors.

Riparian Habitat

The entire 10.9 acres of Riversidian Sage Scrub was anticipated to be either directly or indirectly affected by the Approved Project. Given the rarity of this community within the county, the removal of 10.9 acres of Riversidian Sage Scrub was determined to be significant.

An estimated 11.7 acres of riparian vegetation were present along the drainages within the project site. As with Riversidian Sage Scrub, the status of riparian vegetation communities in Los Angeles County and southern California as a whole were also in serious decline. The project had been designed to minimize the impacts to riparian vegetation, but some direct and indirect impacts were anticipated due to the need to stabilize slopes along the creek and to provide appropriate drainage facilities.

Therefore, mitigation measures MM 5.3-1 through MM 5.3-6 were provided to reduce impacts to a less than significant level.

Wetlands Delineation

Federal and State jurisdictional waters and wetlands were delineated for the project, and the complete Delineation of Jurisdictional Waters and Wetlands for the Industry Business Center Project (Jones and Stokes, 2003) was included in Appendix D of the 2004 IBC EIR. Field delineation results indicated that there were

three federal and State jurisdictional features on the project site: Diamond Bar Creek, an associated tributary to Diamond Bar Creek, and a small unnamed tributary to South San Jose Creek. These features extend along the south boundary of both portions of the project site and at the northeast corner of the site, respectively. All of these drainages were entirely within concrete channels at the surface and/or underground before and after entering the study area, and within "natural" bed and banks on the site (i.e., undisturbed by lacking specific human alteration such as riprap or constructed banks). Total federal jurisdiction for waters of the U.S. (including adjacent wetlands) on the study area was 6,335 linear feet or 81,032.5 square feet (1.86 acres). Approximately 11.7 acres of State jurisdiction was present under Fish and Game Code Sections 1600 et seq.

Without mitigation this impact was considered a potentially significant impact given the declining status of sensitive resources locally and regionally. With implementation of MM 5.3-1 and MM 5.3-2 that required necessary permits and authorization from various agencies such as the California Department of Fish and Game, US Army Corps of Engineers, Regional Water Quality Control Board, impacts to wetlands and jurisdictional waters were determined to be less than significant.

5.4.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X
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?				X	

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X

The Final Habitat Mitigation and Monitoring Plan for Industry Business Center (HMMP) was prepared by Sage Environmental Group in November 2007, and was updated on June 16, 2009. The HMMP is included as Appendix C to this Addendum. The HMMP provided appropriate mitigation for impacts to jurisdictional waters and associated biological resources from the Approved Project and to formally document the design, installation, maintenance, and monitoring procedures to create a 26-acre mitigation area serving as an informal "mitigation bank" for future, City-sponsored projects on an as-needed basis.

Based on Resource Agency authorizations for the IBC project,[2] permanent impacts to waters of the US and State are limited to 0.03 acres of federal and state wetlands, 0.38 acres of non-wetland federal waters, and 1.07 acres on non-wetland state waters. Impacts result from the fill of one unnamed drainage and bank stabilization along Diamond Bar Creek. Mitigation for the IBC project will consist of the creation of a total of 0.79 acres of waters of the United States and an additional 1.41 acres of riparian habitat within the 26-acre Diamond Bar Creek mitigation area.

The Diamond Bar Creek improvement plans have been designed to allow for the development of a 26-acre IBC mitigation area to serve as an informal mitigation bank for future City of Industry projects in consultation with the Resource Agencies. The comprehensive mitigation program consists of stream course stabilization; nonnative plant species eradication; and the preservation, expansion, and long-term management of native habitat. Habitat zones include wetland, riparian, transitional and upland areas. The restoration of the 26-acre mitigation area would be concurrent with the IBC drainage improvements, providing "premitigation" for future City projects.

[2] United States Army Corps of Engineers - Section 404 of the Clean Water Act Authorization No. SPL-2006-1900_KW, dated April 12, 2007; California Regional Water Quality Control Board - Section 401 of the Clean Water Act Certification No. 06-171; and California Department of Fish and Game – Section 1600 of the Fish and Game Code Streambed Alteration Agreement No 1600-0315-R5, dated August 29, 2008.

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

No Impact. The 2004 IBC EIR found less than significant impacts pertaining to the special status plant or animal species. The Modified Project would not change the boundaries of the project site, and the project site has been mass graded per the Approved Project. None of the Modified Project's land use changes—in comparison to the uses permitted in the 2004 IBC EIR—would result in greater area of disturbance compared to the Approved Project. The Modified Project would develop all industrial buildings and eliminate the commercial and office uses from the project site. Although the Modified Project would increase the total building area, the Modified Project would occur within the area already mass graded per the Approved Project, therefore, would not disturb or modify additional habitat compared to the Approved Project. No additional biological resources would be impacted by the Modified Project. No impacts to special status species would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR found that impacts related to riparian habitat and other sensitive natural communities on the project site would be less than significant with implementation of existing regulations and mitigation measures (MM 5.3-1 through MM 5.3-6). The project site has been mass graded since then and some of the mitigation measures have been implemented prior to grading of the IBC project site. The Modified Project changes commercial and office uses to industrial, and increases the building area within the Approved Project boundaries. None of the Modified Project's land use changes—in comparison to the uses permitted in the 2004 IBC EIR—would affect any sensitive natural habitat that were not been addressed in the 2004 IBC EIR. Provided that mitigation measures outlined in the 2004 IBC EIR are implemented, no new impacts would occur. No changes or new information requiring preparation of an EIR are anticipated.

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

No Impact. The 2004 IBC EIR found that the Approved Project would have a less than significant impact on federally protected wetlands, as defined by Section 404 of the Clean Water Act, with compliance with the existing regulations and mitigation measures. Since the certification of 2004 IBC EIR, necessary permits and authorization have been approved from the applicable jurisdictional agencies—California Department of Fish and Wildlife (pursuant to Section 1601 to1603 of the Fish and Game Code) and the US Army Corps of Engineers (pursuant to Section 404 of the Clean Water Act). As part of the Approved Project, a 26-acre habitat mitigation area has been provided, and applicable mitigation measures were implemented prior to completion of mass grading of the project site. The Modified Project would not change the boundaries of the project site, and none of the Modified Project's land use changes—in comparison to the uses permitted in the 2004 IBC

EIR—would disturb previously undisturbed protected wetlands. No impacts to state or federally protected wetlands would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR determined that although the project site is not a valuable migratory wildlife corridor, there is an important potential for linkage value, and therefore provided mitigation measures (MM 5.3-7 and MM 5.3-8) to ensure that the linkage value is protected. The project site has been graded per the Approved Project, and a 26-acre habitat mitigation area has been provided as shown in Exhibit 4, "Industry Business Center Habitat Mitigation Area Proposed Habitat Zones," of the HMMP (see Appendix C to the Addendum). The Modified Project would not modify the project site boundaries or disturb areas that have not been previously disturbed. Therefore, as with the Approved Project, provided that mitigation measures are implemented, the Modified Project would not 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 changes or new information requiring preparation of an EIR would occur.

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

No Impact. The project site has been graded per the Approved Project, and the Modified Project would not disturb areas that have not been previously disturbed that contain biological resources. The City does not have a tree preservation ordinance or other ordinance that protects biological resources. The 2004 IBC EIR did not identify any local policies or ordinances protecting biological resources. Therefore, the Modified Project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

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

No Impact. The 2004 IBC EIR did not identify any impact to adopted habitat conservation plan. There are no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that are applicable to the project site. The project site has been graded per the Approved Project, and the Modified Project would not disturb areas that have not been previously disturbed that contain biological resources. No impact would occur.

5.4.3 Adopted Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each MM has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

5. Environmental Analysis

	2004 IBC Mitigation Measures and Project Design Features	Applicability
	Mitigation Measures	
~~MM 5.3-1~~	~~Prior to the issuance of a grading permit covering jurisdictional areas, the City or subsequent project applicant shall 1) provide evidence to the City of Industry Planning Director that (a) all necessary permits or authorizations have been obtained from the CDFG (pursuant to Section 1601-1603 of the Fish and Game Code) and the ACOE (pursuant to Section 404 of the Clean Water Act), or (b) that no such permits or authorizations are required.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
~~MM 5.3-2~~	~~If a Section 404 Permit or other authorization is required from the ACOE, the City or subsequent project applicant shall provide, to the Planning Director of the City of Industry, evidence of a Section 401 Water Quality Certification from the California Regional Water Quality Control Board - Los Angeles Region under Clean Water Act Section 401. (The site is not designated "impaired water" under Section 303(d)).~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
~~MM 5.3-3~~	~~Prior to issuance of a grading permit for any area containing resources subject to the jurisdiction of CDFG and ACOE, a detailed riparian mitigation and restoration program shall be developed and shall address the following items:~~ • ~~Responsibilities and qualifications of the personnel to implement and supervise the plan. The responsibilities of the landowner, specialists and maintenance personnel that will supervise and implement the plan will be specified.~~ • ~~Site selection. The site for mitigation will be determined in coordination with the City, CDFG and ACOE. The site will be located within land to be purchased or preserved off site within the San Gabriel watershed.~~ • ~~Restoration and Creation of Habitat: The plan shall require the creation of riparian habitat in the amount and of the type required by CDFG and ACOE, provided, however, that, in order to assure no net loss of jurisdictional resources on an acre-for-acre basis, all impacted ACOE and CDFG jurisdictional habitat shall be compensated by restoration, enhancement or creation at a minimum of 3:1 ratio.~~ • ~~Site preparation and planting implementation. The site preparation will include: 1) protection of existing native species, 2) trash and weed removal, 3) native species salvage and reuse (i.e. duff), 4) soil treatments (i.e. imprinting, decompacting), 5) temporary irrigation installation, 6) erosion control measures (i.e. rice or willow wattles), 7) seed mix application, and 8) container species.~~ • ~~Schedule. A schedule will be developed that includes planting to occur during the appropriate season.~~ • ~~Maintenance plan/guidelines. The maintenance plan will include: 1) weed control, 2) herbivory control, 3) trash removal, 4) irrigation system maintenance, 5) maintenance training, and 6) replacement planting.~~ • ~~Monitoring plan. The monitoring plan will include: 1) qualitative monitoring (i.e., photographs and general observation), 2) quantitative monitoring (i.e., randomly placed transects), 3) performance criteria as approved by the resource agencies, 4) monitoring reports for three to five years, 5) site monitoring as required by the resource agencies to ensure successful establishment of riparian habitat within the restored and created area. Successful establishment is defined per the performance criteria agreed to by the ACOE, CDFG, and the City or subsequent project applicant.~~ • ~~Long-term preservation. Long-term preservation of the site will also be outlined in the conceptual mitigation plan.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.

	2004 IBC Mitigation Measures and Project Design Features	Applicability
~~MM 5.3-4~~	~~If construction is to occur between March 15 and August 30, the project proponent shall have a biologist conduct a pre-construction, raptor nesting site check. The biologist must be qualified to determine the status and stage of nesting effort by all locally breeding raptor species without causing intrusive disturbance. If an active nesting effort is confirmed very likely by the biologist, no construction activities shall occur within at least 300 feet of the nesting site until measures to address the constraint are agreed to by the project proponent and U.S. Fish and Wildlife Service personnel. This agreement may be made by conference call, an on-site meeting, or other mutually agreeable means.~~ ~~Measures available as options to address this constraint are dependent on the species and any other protections afforded it, details of the nest site, the nest stage, types and levels of ongoing disturbances, the relevant project actions, and distances involved. Potentially appropriate measures would be determined by the regulating agency (USFWS).~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
~~MM 5.3-5~~	~~Removal or abandonment of nesting birds (non-raptors) in the riparian vegetation caused by project development would trigger the Migratory Bird Treaty Act. If removal of riparian vegetation or construction adjacent to the riparian habitat occurs during the breeding season, generally March 15 through August 30, the procedures listed above shall apply.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
~~MM 5.3-6~~	~~The project applicant shall include in project designs appropriate landscaping to reduce the level of impact on foraging grounds for raptors. Formal landscape design shall be submitted that use local native grasses, herbs, and shrubs that would be monitored for no less than five years to ensure planting success. Native landscaping shall encompass all manufactured slopes or approximately 200 acres of the project site, consistent with PDF 5.1-1 to PDF 5.1-19.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.
	~~The following option maybe exercised if the Riversidian sage scrub community and purple needlegrass grassland community is not restored on site:~~ ~~The project applicant shall pay an in-lieu fee to a local off-site conservancy (established for the purpose of native habitat preservation/restoration) to mitigate for the loss of 10.9 acres of Riversidian sage scrub community and 4.8 acres of purple needlegrass grassland at a ratio of 1:1.~~	
MM 5.3-6a	A buffer shall be established between areas designated for development and riparian habitat areas. Access to riparian habitat areas shall be restricted either by fencing and/or posting of signs.	Applicable.
MM 5.3-7	Native vegetation shall be created and maintained along the west and north boundaries (on the west side) and along the east boundary of the east side of the project site including local native plant landscaping within the bottomland area.	Applicable.
MM 5.3-8	The landscaping plan for manufactured slopes shall be designed to provide linkage opportunities for affected species in consultation with a qualified biologist, a qualified native community restorationist, and California Department of Fish and ~~Game~~ Wildlife.	Applicable.

5.4.4 Level of Significance After Mitigation

As with the Approved Project, impacts of the Modified Project would be less than significant with implementation of the mitigation measures identified above.

5.5 CULTURAL RESOURCES

5.5.1 Summary of Previous Environmental Analysis

Historic Resources

The 2004 IBC EIR stated that there are no buildings or structures present in the project site, and although a portion of a granite bowl was recovered from the site CA-LAN-1414 during a Phase I prehistoric cultural resources investigation, no additional evidence of cultural resources was recovered in subsequent subsurface excavations and profile examinations. A Phase II archaeological testing program of site CA-LAN-1414 was conducted and did not yield any evidence necessary to conclude that site CA-LAN-1414 is a significant historical resource. The Phase II report also demonstrates that site CA-LAN-1414 is relatively small, shallow, and not historically significant. However, PDF 5.4-1 required archaeological monitoring of site CA-LAN-1414 prior to any activities associated with the alteration of Diamond Bar Creek or subsequent and commercial development in the area. Therefore, the 2004 IBC EIR concluded less than significant historical and archaeological resources impacts, and no mitigation measures were identified.

Archeological Resources

The 2004 IBC EIR stated that based on a Phase II archaeological testing program, the development of the Approved Project would not likely result in a significant adverse impact to archeological resources. However, because survey sampling was limited to site CA-LAN-1414, a mitigation measure (MM 5.4-1) was incorporated during site preparation, grading, or excavation to ensure that impacts were reduced to a less than significant level. The 2004 IBC EIR concluded that potential impacts related to archaeological resources would be less than significant with mitigation.

Paleontological Resource

The 2004 IBC EIR indicated that while fossils may be present within the Puente Formation, considering the depth to Puente Formation within the project site, it is unlikely to encounter any fossils within the project. However, a mitigation measure (MM 5.4-2) was incorporated for during site preparation, grading, or excavation activities to address previously unidentified geological deposits identified as fossil bearing. The 2004 IBC EIR concluded that potential impacts related to paleontological resources would be less than significant with mitigation.

Human Remains, Including Those Interred Outside of Formal Cemeteries

The 2004 IBC EIR did not identify any human remains based on records search and surveys, and therefore concluded that the Approved Project would not likely result in significant adverse impacts to known human remains. However, a mitigation measure (MM 5.4-3) was incorporated during site preparation, grading, or excavation activities to address previously unidentified human remains. The 2004 IBC EIR concluded that impacts related to human remains would be less than significant with mitigation.

5.5.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?					X

Comments:

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

No Impact. The project site has been mass graded, and the Modified Project would not require additional grading or excavation beyond the area that has already been disturbed. The remaining fine grading and minor excavation for utility improvements would occur within the engineered and compacted soil. Therefore, the Modified Project would not result in greater impacts to historical resources than the Approved Project under the 2004 IBC EIR. No impact would occur.

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

No Impact. The project site has been mass graded, and the Modified Project would not require additional grading or excavation beyond the area that has already been disturbed. The remaining fine grading and minor excavation for utility improvements would occur within the engineered and compacted soil. Therefore, no additional undisturbed areas would be impacted by the Modified Project, and archaeological resources impacts for the Modified Project would not be greater than the Approved Project. Mitigation measures identified in the 2004 IBC EIR has been implemented, and no new impact would occur.

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

No Impact. The project site has been mass graded, and the Modified Project would not require additional grading or excavation beyond the area that has already been disturbed. The remaining fine grading and minor excavation for utility improvements would occur within the engineered and compacted soil. Therefore, no

additional undisturbed areas would be impacted by the Modified Project, and the Modified Project would not disturb any human remains. Mitigation measures identified in the 2004 IBC EIR has been implemented, and no new impact would occur.

5.5.3 Adopted Mitigation Measures Applicable to the Modified Project

The following PDF and mitigation measures were identified in the 2004 IBC EIR, and applicability of each PDF and MM has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

	2004 IBC EIR Mitigation Measures and Project Design Features	Applicable /Not Applicable
	~~Project Design Features~~	
~~PDF 5.4-1~~	~~Archaeological monitoring of site CA-LAN-1414 shall be conducted prior to any activities associated with the alterations of Diamond Bar Creek or subsequent industrial and commercial development in the area.~~	Not applicable. This PDF was implemented prior to grading of the IBC project site.
	Mitigation Measures	
~~MM 5.4-1~~	~~Should previously unidentified archeological resources be uncovered during site preparation, grading or excavation, work shall be stopped for a period not to exceed 14 days and a qualified archeological consultant meeting the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39) shall be retained to assess the find(s). Any significant archeological resources found shall be preserved as determined necessary by the project archeologist and offered to a local museum.~~	Not applicable. This mitigation measure was implemented prior to completion of the mass grading of the IBC project site.
~~MM 5.4-2~~	~~Should previously unidentified fossil bearing formations be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days and a qualified paleontological consultant shall be retained to assess the find(s). Any paleontological resources found shall be preserved as determined necessary by the project paleontologist and offered to a local museum.~~	Not Applicable. This mitigation measure was implemented prior to completion of the mass grading of the IBC project site. Impacts related to paleontological resources are included in Section 5.7, *Geology and Soils*, per the updated CEQA Guidelines.
~~MM 5.4-3~~	~~In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons most likely to be descended from the deceased Native Americans for appropriate disposition of the remains.~~	Not applicable. This mitigation measure was implemented prior to completion of the mass grading of the IBC project site.

5.5.4 Level of Significance After Mitigation

Not applicable because all mitigation measures were implemented prior to completion of the mass grading at the IBC project site.

5.6 ENERGY

5.6.1 Summary of Previous Environmental Analysis

2004 IBC EIR

Impacts related to energy were not analyzed specifically in the 2004 IBC EIR because they were not officially part of the CEQA Guidelines' Appendix G checklist until January 1, 2019. Therefore, the analysis of energy impact is new in this Addendum.

However, the 2004 IBC EIR included impact analysis related to electricity and natural gas in the utilities and service systems section. The 2004 IBC EIR indicated that the Approved Project would create demand for approximately 7,952,820 kilowatt hours (kWh) of electricity per month, 2,645,940 kWh from the 633,000 square feet of industrial uses and 5,306,880 kWh from the 4,146,000 square feet of commercial uses. However, it was determined that Southern California Edison (SCE) is capable of providing service to the IBC project site; therefore, no operational impact was identified. The 2004 IBC EIR also stated that individual developments within the IBC project site would be required to coordinate with SCE regarding the depth and location of existing electrical facilities in the area and the program for notification of users of the potential for the temporary interruption of services during construction. No construction impact was identified.

The 2004 IBC EIR stated that the Approved Project would be served by the Southern California Gas Company (Gas Company) and was projected to use approximately 14,112,300 cubic feet of natural gas per month based on 633,000 square feet of industrial and 4,146,000 square feet of commercial uses. However, because the Gas Company would be capable of providing service to the IBC project site, no significant operational impact was identified. The 2004 IBC EIR also stated that per standard construction procedure, the City's Engineering Department would coordinate with the Gas Company to ensure that the existing gas lines are not damaged. Therefore, no significant impact during construction was identified.

5.6.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	

5. Environmental Analysis

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 Impacts/No Changes or New Information Requiring Preparation of an EIR.

Short-Term Construction

Development of the Modified Project would include short-term construction activities that would consume energy, primarily in the form of diesel fuel (e.g., mobile construction equipment and vehicles) and electricity (e.g., power tools). Natural gas typically does not power construction equipment, and no natural gas demand would occur during construction. Therefore, there is no impact with respect to inefficient use of natural gas usage. The 2004 IBC EIR did not analyze energy impacts from the Approved Project; therefore, the following analysis does not compare impacts from the Modified Project to the 2004 IBC EIR.

Transportation

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment (off-road), delivery and haul trucks (on-road), and construction employee passenger vehicles (on-road). Most construction equipment during grading would be diesel powered. The use of fuel by on-road and off-road vehicles would be temporary and would fluctuate according to the phase of construction. Construction fuel use for the Modified Project would cease upon completion of project construction. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. The construction contractors are anticipated to minimize idling of construction equipment in accordance with CARB's off-road airborne toxic control measure. Such required practices would limit wasteful and unnecessary energy consumption. Therefore, it is expected that construction fuel consumption associated with the Modified Project would not be any more inefficient, wasteful, or unnecessary than similar development projects.

Electricity

Construction of the Modified Project would require electricity to power equipment. The electricity use during construction would vary during different phases of construction—most construction equipment during grading would be gas or diesel powered. The use of electricity would be temporary and would fluctuate according to the phase of construction. The Modified Project would not result in wasteful or unnecessary electricity demands.

Construction activities would be subject to applicable regulations such as anti-idling measures, limits on duration of activities, and the use of alternative fuels where applicable, thereby reducing energy consumption. There are no aspects of the Modified Project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. For example, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would otherwise occur elsewhere (restrictions on equipment, labor, types of activities, etc.). The Modified Project would not result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. Short-term construction-related energy impacts would be less than significant.

Long-Term Operation

Electricity and Natural Gas

Operation of the Modified Project would result in decreased demands for electricity and natural gas compared to the Approved Project. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and lighting. Although the 2004 IBC EIR stated that the land uses under the Approved Project would result in a total of 7,952,820 kWh of electricity per month (or 95,433,840 kWh per year) and 14,112,300 cubic feet of natural gas per month (or 169,347,600 cubic feet per year), this Addendum compares the electricity and natural gas demands for the Approved Project and the Modified Project based on the CalEEMod output that accounts for the changes in energy efficiency standards for new construction. As shown in Table 12, *Electricity and Natural Gas Demand Comparison*, land uses under the Approved Project would result in a total of 59,120,380 kilowatts per year (kWh/yr) of electricity and 39,694,590 KBTU/yr of natural gas, and the Modified Project would result in 20,288,530 kWh/yr of electricity and 4,410,850 KBTU/yr of natural gas. As shown in Table 12, commercial land uses use more electricity and natural gas than general industrial land uses. Therefore, implementation of the Modified Project would result in a net decrease of 38,831,850 kWh/yr, of electricity and 35,283,740 KBTU/yr of natural gas, and impacts would not be greater than under the Approved Project. Impacts would be less than significant.

Table 12 Electricity and Natural Gas Demand Comparison

Electricity				
Approved Project		Modified Project		Change
Land Use	kWh/Yr	Land Use	kWh/Yr	kWh/Yr
Automobile Care Center	6,092,460	Industrial	19,643,700	-37,110,540
Office Park	38,996,900			
Regional Shopping Center	9,240,490			
Industrial Park	2,424,390			
Parking Lot	2,366,140	Parking Lot	644,830	-1,721,310
Total	59,120,380	Total	20,288,530	-38,831,850
Natural Gas				
Approved Project		Modified Project		
Land Use	KBTU/Yr	Land Use	KBTU/Yr	KBTU/Yr
Automobile Care Center	10,081,200	Industrial	4,410,850	-35,283,740
Office Park	27,916,600			
Regional Shopping Center	1,152,410			
Industrial Park	544,380			
Parking Lot	0	Parking Lot	0	0
Total	39,694,590	Total	4,410,850	-35,283,740

CalEEMod (v. 2016.3.2.25).

Transportation Energy

The Modified Project would result in the consumption of transportation energy during operations from the use of motor vehicles. Because the efficiency and type of the motor vehicles in use with the Modified Project and the Approved Project is unknown—such as the average miles per gallon—estimates of transportation energy use are evaluated qualitatively based on the overall vehicle miles traveled (VMT) and related transportation energy use. As discussed in Section 5.17, *Transportation*, the Modified Project would result in a net reduction in VMT, from 524,455 VMT under the Approved Project to 153,278 VMT for the Modified Project, a decrease of 371,177 VMT. Therefore, it is anticipated that the transportation fuel use for the Modified Project would be less than the Approved Project, and the Modified Project would not result in more inefficient, wasteful, or unnecessary consumption of energy during operation compared to the Approved Project. Impacts would be less than significant.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (Senate Bill [SB] X1-2). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Overall, the statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers, such as the Industry Public Utilities (IPU), whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy. The City has prepared a Renewable Energy Resources Procurement Plan and Enforcement Program (SBX1 SB2) in compliance with the SB X1-2 as codified under Public Utilities Code Section 399.30. The City Council is the IPU's governing board, responsible for adopting, implementing, and enforcing the renewable energy resources plan and enforcement program. The Modified Project would result in less electricity demands compared to the Approved Project; therefore, implementation of the Modified Project would not conflict with state or local plans for renewable energy or energy efficiency. Impacts would not be significant.

5.6.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to energy were identified in the 2004 IBC EIR.

5.6.4 Level of Significance After Mitigation

Not applicable.

5.7 GEOLOGY AND SOILS

5.7.1 Summary of Previous Environmental Analysis

5.7.1.1 2004 IBC EIR

Alquist-Priolo Earthquake Fault Zones

The 2004 IBC EIR stated that there are no Alquist-Priolo Earthquake Fault Zones in the project site vicinity. The nearest active or potentially active fault capable of ground rupture to the site is the San Jose fault located approximately 1.8 miles north of the site. Several faults were mapped in the Puente formation during grading of the Grand Avenue extension through the Puente Hills, but none of these faults were designated active. Therefore, the 2004 IBC EIR concluded that the hazard of ground rupture along a fault line at the site was very low.

Seismic Ground Shaking

The 2004 indicated that the San Jose fault, approximately 1.8 miles from the project site, is potentially capable of producing the most intense ground accelerations at the project site. San Jose fault has an estimated maximum moment magnitude of 6.5, and an earthquake of this size could produce seismic shaking with peak horizontal ground accelerations estimated at about 0.58 g (gravities). Smaller events on the San Jose fault and earthquakes on other faults further away from the site could be expected to produce peak horizontal ground accelerations at the site of up to 0.52 g. The Puente Hills Blind-Thrust Fault is an active thrust fault that lies roughly 5.7 miles from the project site.

The project site was in the Seismic Zone 4 of the Uniform Building Code (UBC), meaning in the site vicinity the hazard posed by seismic shaking was considered high due to the proximity of known active faults. However, in the Southern California region, there is no realistic way in which the seismic shaking hazard can be avoided. Therefore, appropriate measures to mitigate and minimize the effects of earthquakes were included in the UBC. The UBC was accepted as the basic design standard in the City and the County of Los Angeles. The 2004 IBC EIR concluded that the design of structures in accordance with the UBC would minimize the effects of ground shaking to the greatest degree feasible, and impacts would be less than significant.

Landslide

The 2004 IBC EIR stated that the Approved Project would utilize the construction of shear keys to mitigate landslide impacts. A shear key is a large, trench-like excavation made through the landslide, removing a portion of the slide, and replacing it with compacted soil. All cut slopes would be mapped during the grading proposed

as part of the proposed plan to confirm the geologic conditions. The mass grading and compaction proposed as part of the proposed plan would serve to stabilize the natural slopes found within the project site.

However, the 2004 IBC EIR concluded that slope or side wall failure in temporary excavations for underground utilities or other structures (such as proposed stabilization devices) could occur in unconsolidated surficial soils. Failure could also occur in steep excavation walls that exposed unsupported bedding planes, particularly in the well-bedded siltstone sequences of the Puente Formation, which frequently contain tectonically sheared clay layers. The risk of failure in temporary slopes was higher because they were generally cut at a steeper gradient. Therefore, mitigation measures were incorporated to reduce impacts from unstable slopes to less than significant level.

Erosion or the Loss of Topsoil

The 2004 IBC EIR stated that most native soils on-site, as well as fill slopes constructed with native soils, would have a moderate susceptibility to erosion. These materials would be particularly prone to erosion during the grading phase, especially during heavy rains. However, reduction of the erosion potential could be accomplished through a Storm Water Pollution Prevention Plan (SWPPP), part of NPDES measures, which specify best management practices (BMPs) for temporary erosion controls. Such measures typically include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the project site. Therefore, the 2004 IBC EIR concluded that erosion impacts would be less than significant.

Unstable Geologic Unit

The 2004 IBC EIR analyzed the secondary effects of earthquakes—nontectonic processes that are associated with strong seismic shaking. Secondary effects leading to ground deformation include liquefaction; seismically induced lateral spreading, seismically induced settlement, seismically induced landslides, and ground lurching. However, the proposed mass grading and compaction that would occur as part of the Approved Project and compliance with the UBC would mitigate any potential impacts related to liquefaction within the project site. Los Angeles County Building Code Section 110.3 also requires that buildings constructed over landfills include provisions to prevent damage to the structure, floors, underground piping, and utilities due to uneven settlement of the fill.

Liquefaction

The 2004 IBC EIR indicated that most of the project site is underlain by Puente Formation, a bedrock unit that is not susceptible to liquefaction. However, the Department of Conservation, Division of Mines and Geology, identified the Puente Valley as a potential liquefaction area, and that liquefaction is a potential impact in localized areas within the project site. The 2004 IBC EIR concluded that the proposed mass grading and compaction that would occur as part of the Approved Project would mitigate any potential impacts related to liquefaction within the project site.

Seismically Induced Lateral Spreading

Lateral spreading is a phenomenon where large blocks of intact, non-liquefied soil move downslope on a liquefied substratum. The mass moves toward an unconfined area, such as a descending slope or stream-cut

bluff and has been known to move on slope gradients as little as 1 degree. The drainages and swales between hill slopes are covered by alluvium, colluvium, landslide debris, and slope wash. These unconsolidated deposits often develop in soils along steep and shallow slopes. The 2004 IBC EIR concluded that the proposed mass grading and compaction that would occur as part of the Approved Project would mitigate any potential impacts related to seismically induced lateral spreading within the project site.

Seismically Induced Settlement

The potential hazard posed by seismic settlement on the project site was considered moderate. Strong ground shaking could cause settlement of the alluvial soils underlying the site by allowing sediment particles to become more tightly packed and reducing pore space. Alluvial deposits are especially susceptible to this phenomenon. Artificial fills, if not adequately compacted, may also experience seismically induced settlement. Because unconsolidated soils and uncompacted fill were present on the project site, the hazard of seismically induced settlement was a potential impact. However, the 2004 IBC EIR concluded that the proposed mass grading and compaction that would occur as part of the Approved Project would mitigate any potential impacts related to seismically induced settlement within the project site.

Seismically Induced Landslides

Marginally stable slopes (including existing landslides) may be subject to landslides caused by seismic shaking. The seismically induced landslide hazard depends on many factors, including existing slope stability, shaking potential, and presence of existing landslides. The project site was characterized by low hills and moderately steep slopes with previously existing landslides. Several slopes on the project site were identified as areas of potential instability. However, the 2004 IBC EIR concluded that the proposed mass grading and compaction that would occur as part of the Approved Project would mitigate any potential impacts related to seismically induced landslides within the project site.

Ground Lurching

Seismically induced ground lurching occurs when soil or rock masses move at right angles to a cliff or steep slope in response to seismic waves. Structures built on these masses can experience significant lateral and vertical deformations if ground lurching occurs. The Approved Project structures would be built on relatively flat terrain after site preparation. Therefore, the 2004 IBC EIR concluded that the potential for ground lurching due to seismic shaking was low on the project site.

Expansive Soils

The 2004 IBC EIR stated that the alluvium and colluvium at the site contained variable amounts of clay and would generally range in expansion potential from the low to medium range. Siltstone bedrock of the Puente Formation, as well as fill soils derived from cuts into this formation, were generally in the medium range, with a lesser amount of localized, highly expansive constituents. However, the 2004 IBC EIR concluded that the proposed mass grading and compaction that would occur as part of the Approved Project would serve to mitigate any potential impacts related to expansive soils within the project site.

5. Environmental Analysis

5.7.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
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.					X
ii) Strong seismic ground shaking?				X	
iii) Seismic-related ground failure, including liquefaction?				X	
iv) Landslides?				X	
b) Result in substantial soil erosion or the loss of topsoil?				X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X	
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?				X	
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?					X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X

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.

No Impact. The 2004 IBC EIR stated that there is no Alquist-Priolo Earthquake Fault Zones in the project site vicinity. The Modified Project would not change the project site boundaries. No impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project would be subject to seismic ground shaking. However, similar to the Approved Project, the Modified Project would be required to comply with the applicable design standards in the most recent California Building Code to reduce potential ground shaking impacts. There are no changes or new information requiring preparation of an EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR found liquefaction as potential impact but that the proposed mass grading and compaction that would occur as part of the Approved Project would serve to mitigate any potential impacts related to liquefaction within the project site. The project site has been mass graded, and as with the Approved Project, the Modified Project would be required to comply with the 2019 CBC. Therefore, the Modified Project would not result in greater liquefaction impact than the Approved Project. There are no changes or new information requiring preparation of an EIR.

iv) Landslides?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR found landslide impacts less than significant if mitigation measures (MM 5.5-1 through MM 5.5-5) were implemented to protect temporary slopes. The project site has been mass graded per the Approved Project, and no additional slopes would be created due to the Modified Project. Therefore, the Modified Project would not result in greater landslide impacts than the Approved Project. There are no changes or new information requiring preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project would be required to comply with the NPDES permit and control erosion through a SWPPP, which specify BMPs for temporary erosion controls. The project site

has been mass graded. The Modified Project There are no changes or new information requiring preparation of an EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The project site has been mass graded and compacted; therefore, as stated in the 2004 IBC EIR, impacts related to unstable geologic units that could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse have been reduced to a less than significant level. The Modified Project would not result in greater impacts related to soil stability compared to the Approved Project. There are no changes or new information requiring preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The project site has been mass graded and compacted in accordance with the latest applicable local and state standards; therefore, as stated in the 2004 IBC EIR, potential impacts related to expansive soils have been reduced to a less than significant level. As with the Approved Project, the Modified Project is required to comply with the required regulations and would not result in greater impacts related to expansive soils compared to the Approved Project. There are no changes or new information requiring preparation of an EIR.

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

No Impact. The Modified Project would not require the use of septic tanks or alternative wastewaster disposal systems. No impact would occur.

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

No Impact. The 2004 IBC EIR concluded that potential impacts related to paleontological resources would be less than significant provided that mitigation is implemented during site preparation, grading, or excavation activities to address previously unidentified geological deposits identified as fossil bearing. The project site has been mass graded and compacted. Although minor fine grading and excavation for infrastructure improvement would occur, these soil disturbances would occur within the engineered soil; therefore, the potential for encountering paleontological resources during ground disturbing activities are negligible. No impact would occur.

5.7.3 Adopted Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each MM has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable/Not Applicable
Mitigation Measures		
~~MM 5.5-1~~	~~A slope stability analysis shall be prepared prior to the proposed mass grading and compaction within the project site.~~	Not applicable. This mitigation measure was implemented prior to completion of grading of the IBC project site.
~~MM 5.5-2~~	~~To reduce the potential for localized slope failures during construction, the specific locations of underground excavations into native soils would be evaluated by the project geologist and geotechnical engineer, both prior and during construction.~~	Not applicable. This mitigation measure was implemented prior to completion of grading of the IBC project site.
~~MM 5.5-3~~	~~Excavation spoils shall not be placed immediately adjacent to the excavation walls unless the excavation is shored to support the added load.~~	Not applicable. This mitigation measure was implemented prior to completion of grading of the IBC project site.
~~MM 5.5-4~~	~~Excavations shall be cut and backfilled in sections.~~	Not applicable. This mitigation measure was implemented prior to completion of grading of the IBC project site.
~~MM 5.5-5~~	~~Temporary excavations shall not be left open for long periods of time.~~	Not applicable. This mitigation measure was implemented prior to completion of grading of the IBC project site.
~~MM 5.4-2~~	~~Should previously unidentified fossil bearing formations be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days and a qualified paleontological consultant shall be retained to assess the find(s). Any paleontological resources found shall be preserved as determined necessary by the project paleontologist and offered to a local museum.~~	Not Applicable. This mitigation measure was implemented prior to completion of the mass grading of the IBC project site.

5.7.4 Level of Significance After Mitigation

Not applicable because all mitigation measures were implemented prior to completion of the mass grading of the IBC project site.

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR did not analyze greenhouse gas (GHG) emissions because it was certified prior to the adoption of Assembly Bill 32 (AB 32) and the Senate Bill 97 (SB 97) amendments (adopted December 30, 2009, effective March 18, 2010) to the CEQA Guidelines.

5.8.2 Impacts Associated with the Modified Project

Would the project:

5. Environmental Analysis

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

Comments:

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

As previously mentioned, GHG emissions were not a topic of environmental concern in the 2004 IBC EIR. Annual average construction emissions were amortized over 30 years to reflect estimated building lifetime. Operational activities associated with the Modified Project would result in GHG emission from transportation, field lighting, and solid waste disposal. As shown in Table 13, *Project Annual GHG Emissions*, the Modified Project would generate the equivalent of 60,251 metric tons of CO_2 ($MTCO_2e$) per year of GHG emissions, a net reduction of 28,814 $MTCO_2e$ per year from the Approved Project. Therefore, the Modified Project would not result in new or substantially greater impacts related to GHG emissions, and preparation of an EIR is not required.

Table 13 Project Annual GHG Emissions

Emissions Sector	$MTCO_2e$/Yr		
	2004 Approved project	Modified Project	Net Change
Area	1	<1	-1
Energy	16,450	5,151	-11,299
Mobile Passenger Cars	53,977	6,868	-47,109
Mobile Trucks	12,095	39,846	27,751
Off-road	191	1,722	1,530
TRUs	0	263	263
Waste	3,096	2,425	-672
Water	3,255	3,574	320

Table 13 Project Annual GHG Emissions

Emissions Sector	$MTCO_2e/Yr$		
	2004 Approved project	Modified Project	Net Change
Amortized Construction Emissions[1]	NA	402	402
Total	89,064	60,251	-28,814
Bright-Line Threshold	3,000	3,000	3,000
Exceeds Threshold	Yes	Yes	No

Source: CalEEMod, Version 2016.3.2.25.

Notes: MTons = metric tons; $MTCO_2e$ = metric ton of carbon dioxide equivalent

Emissions modeling is based on the warehousing industrial land use. Emissions from manufacturing, assembly, and light industrial uses would also be less than the Approved Project because these other industrial uses generate fewer daily trips and VMT than the Approved Project as shown in Table 20 (see Section 5.17, *Transportation*).

[1] Total construction emission are amortized over 30 years per South Coast AQMD methodology. Accounts for all eight remaining industrial buildings to be constructed

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.

CARB Scoping Plan

As previously mentioned, GHG emissions were not a topic of environmental concern in the 2004 IBC EIR. Since the certification of the 2004 IBC EIR, the 2017 Scoping Plan Update was adopted. CARB's 2017 Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Senate Bill 32 (SB 32), which is to reduce emissions 40 percent below 1990 levels by 2030 (CARB 2017). The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the corporate average fuel economy (CAFE) standards, and other early action measures would ensure the state is on target to achieve the GHG emissions reduction goals of SB 32. The Modified Project's GHG emissions would be reduced through compliance with statewide measures that have been adopted since Assembly Bill 32 and SB 32 were adopted. Thus, the Modified Project would not conflict with the above statewide strategies identified to implement the CARB Scoping Plan. Therefore, there are no changes or new significant information which would require preparation of an EIR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

At the time of the 2004 IBC EIR, SB 375 was not adopted. Furthermore, since the certification of the 2004 IBC EIR, several RTP/SCSs have been adopted. Most recently, SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the Connect SoCal Plan is to provide for a plan that allows the southern California region to grow

in more compact communities in transit priority areas and priority growth areas, provide neighborhoods with efficient and plentiful public transit, establish abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). The Connect SoCal Plan contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network identified in the Connect SoCal Plan, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The Modified Project would generate a total of 153,278 vehicle miles travelled (VMT), a net reduction of 371,177 VMT compared to the Approved Project's 524,455 miles travelled. As discussed in Section 5.17, *Transportation*, this is because the Modified Project would generate substantially fewer vehicle trips compared to the Approved Project and would result in a net reduction in VMT. Thus, implementation of the Modified Project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. Therefore, no new significant impacts or substantially more severe significant impacts than those previously identified in 2004 IBC EIR would occur. There are no changes or new information that would require preparation of an EIR.

5.8.3 Adopted Mitigation Measures Applicable to the Modified Project

The 2004 IBC EIR did not analyze GHG emissions, therefore, no mitigation measures related to GHG emissions were outlined in the 2004 IBC EIR.

5.8.4 Level of Significance After Mitigation

No mitigation measures are applicable.

5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR stated that the IBC project site had remained primarily vacant and undeveloped from 1928 to the present date, and some agricultural activities had been conducted on the northern and southern portions of the area between 1938 and 1947. Between 1954 and 1968, the Valley Land Development Company (VLD) operated a landfill within an area of approximately 7.5 acres in the southeastern quadrant of the project site. Groves of cultivated trees bordered the southern, western, and northern portions for much of the area's history. The area at the time of 2004 IBC EIR preparation consisted of low rolling hills covered with grasses and an occasional tree, and the project site was being used for cattle grazing. Livestock watering troughs were at two locations along the western boundary. No structures or buildings were present.

The 2004 IBC EIR stated that the potential for hazards in the IBC to adversely impact the public and the environment would be most significant from uses permitted by the City in Planning Area E-5, an industrial

zone, while other planning areas would contain commercial and office uses that do not generally use or handle large quantities of hazardous materials. Although some of the businesses in the commercial zone could handle or use small quantities of hazardous materials, these businesses may qualify as conditionally exempt small quantity generators subject to certain federal and state requirements. Additionally, the Approved Project was required to comply with the Los Angeles County Fire Department Health Hazardous Materials Division (LACoFD HHMD) hazardous waste management regulations.

The 2004 IBC EIR identified Planning Area E-5 as the only area in the IBC designated for industrial use, and stated that buffer areas would be provided between Planning Area E-5 to neighboring residences to minimize impact. Industrial facilities typically use hazardous materials and generate hazardous waste in certain production processes. While commercial processes might also involve the transport, use, and disposal of hazardous materials and waste, commercial facilities typically employ smaller quantities of hazardous materials than industrial processes, produce less waste than industrial processes, and are generally subject to less stringent state requirements for hazardous waste management.

The 2004 IBC EIR indicated that industrial uses permitted by the City in Planning Area E-5 would encompass a wide range of uses. The types of industrial uses permitted by the City may include businesses or facilities that generate a significant amount of hazardous waste or store hazardous materials that might require typically exempt disclosure and permitting requirements. However, a host of federal, state, and local regulations governing hazardous waste and material management helped to minimize adverse hazardous impacts, providing protection to the people and the environment. These regulations work through a variety of mechanisms like permitting, disclosure, and licensing, and these regulatory requirements would apply to both permitted and conditionally permitted uses in the proposed IBC.

The potential for significant hazards to the public or the environment would depend on various factors, including the specific types and quantities of hazardous substances, routes used, transportation methods, and the proximity to sensitive receptors. However, the specific types and quantities of hazardous substances were not known as the time. The transportation routes would most likely include Grand Avenue. Grand Avenue is directly accessible to the SR-57/SR-60 highways, and therefore transport along Grand Avenue to these highways would not necessitate travel within residential areas. In addition, several hazardous material and waste management programs, such as CalARP, and other emergency response plans provided some protection for the public and the environment through preventative measures. In addition to stringent regulatory requirements, industrial and commercial uses that would involve significant quantities of hazardous materials would require a Conditional Use Permit (CUP), which would involve detailed review by the City. Therefore, impacts were determined to be less than significant.

Hazardous Material Sites Compiled Pursuant to Government Code Section 65962.5

In its 1982 study of the VLD landfill, methane concentrations above the lower explosive limit (LEL) were detected in soils around the approximate circumference of the landfill. Therefore, Mitigation Measure 5.6-1 was provided to ensure that the former landfill was formally closed, and appropriate post-closure monitoring and maintenance for groundwater and combustible gas were provided under the appropriate oversight agencies.

5. Environmental Analysis

The Phase I ESA report indicated the presence of several potentially hazardous conditions: 1) two sites identified as indiscriminate dumping; 2) one existing aboveground storage tank; 3) one plugged and abandoned oil well; and 4) evidence of former agricultural activities. However, the 2004 IBC EIR concluded that compliance with existing regulations and standard conditions and PDFs would reduce these impacts to a less than significant level.

Emergency Response Plan

The 2004 IBC EIR stated that impairment of an adopted emergency response or evacuation plan would depend on internal traffic circulation and accessibility of fire services to emergencies via major streets. The 2004 IBC EIR discussed a proposed fire station site within the project site, however, this proposed fire station site was relocated to approximately 0.5 mile to the north. Roadways have been planned for adequate emergency circulation between planning areas in the IBC. The 2004 IBC EIR also assumed that individual project would be reviewed on case-by-case bases for internal circulation by the LACoFD and the City for conformity with adopted emergency plans. Therefore, the 2004 IBC EIR determined that the IBC development would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

5.9.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	
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?					X

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
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?					X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project includes warehousing and distribution, manufacturing, assembly, and light industrial, and therefore, could generate, handle, or dispose of hazardous materials. However, there would be a minimum of 600 feet buffer between the residences in Diamond Bar to the east, and Buildings 1, 2, and 3. The new tenant/business entity of the Modified Project would be required to comply with the existing federal, state, and local regulations governing hazardous material storage, handling, and management. And all operation would occur indoors under applicable regulations and oversight. Therefore, although industrial buildings would be located closer to the residences and the total building areas increased from what was analyzed in the 2004 IBC EIR, any routine transport, use, or disposal of hazardous materials in the proposed industrial buildings would not create a significantly greater risk compared to the Approved Project. Therefore, impacts would be less than significant, and there is no changes or new information that would require preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The project site has been mass graded, and construction of the concrete tilt-up industrial buildings as proposed by the Modified Project would not involve construction materials or practices that would create greater hazard to the public or the environment compared to the Approved Project. Therefore, impacts during construction would be less than significant.

During operation of the Modified Project, businesses that use or store hazardous materials are required to obtain permits and maintain records regarding the storage, use, and disposal of hazardous material. The Los Angeles County Fire Department Health Hazardous Materials Division administers and implements a comprehensive hazardous management program within the City of Industry as a Certified Unified Program Agency (CUPA) authorized by CalEPA. Health Hazardous Materials Division administers the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (CalARP), the Aboveground Storage Tank Program, and the Underground Storage Tank Program in the City, and also administers the countywide hazardous materials response team.

Businesses that handle a hazardous material at any time during the year are required to establish, maintain, and implement a Hazardous Materials Business Plan if the hazardous material is equal to or greater than 55 gallons of a liquid, 200 cubic feet of a gas, 500 pounds of a solid, threshold planning quantities of an extremely hazardous substance, or federal thresholds of radioactive materials. These businesses are hazardous materials handlers and must report Owner/Operator, Business Activities, Inventory, Site Map, and Emergency Response and Contingency Plan and Employee Training Plan information in the California Environmental Reporting System (CERS). As with the Approved Project, federal and state regulations that govern hazardous material and waste management would help to minimize reasonably foreseeable upsets or accidents involving the release of hazardous materials in the environment. Compliance with all hazardous materials regulations would ensure notification of the storage of hazardous materials to the LACoFD emergency personnel. The Modified Project would not result in substantially greater conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The nearest school to the IBC project site is Armstrong Elementary School, approximately 530 feet to the east. The Modified Project involves development all industrial uses and—as stated in 5.9.2(b) above—any handling, storage, or disposal of hazardous materials would be subject to federal, state, and local regulations to ensure that they are not released to the environment to result in a significant impact. Additionally, the actual industrial building would be located over 1,500 feet from the school. Under the Approved Project, industrial uses were approximately 2,000 feet from the school. Therefore, although the Modified Project would place industrial uses closer to an existing school, it would not create a new significant impact or a substantially increase the severity of previously identified effects in the 2004 IBC EIR. Impacts would be less than significant.

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

No Impact. A portion of the project site was a former landfill and included an AST and a plugged and abandoned oil well. A portion of the project site was also used for former agricultural activities. These former uses that handled hazardous materials presented potential hazards to the environment. However, the 2004 IBC EIR determined that implementation of project design features and mitigation measures—such as clearing of

the debris and trash, removing the AST, soil investigation, soil gas monitoring, and groundwater monitoring in accordance with the required regulatory standards prior to and/or during grading activities—would ensure that impacts would be reduced to a less than significant level. The project site has been mass graded, and the applicable PDFs and MMs were implemented prior to completion of the mass grading. Additionally, the project site is not listed on the EnviroStor or GeoTracker databases (DTSC 2020; SWRCB 2020). Therefore, implementation of the Modified Project would not result in increased risks from any hazardous materials sites. Therefore, no impact would occur.

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

No Impact. The IBC project site is not located within an airport land use plan or within two miles of a public airport. The nearest airport (Brackett Field in La Verne) is approximately 4.7 miles northeast of the IBC project site. No impacts would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The impairment of an adopted emergency response or evacuation plan would depend on internal traffic circulation and accessibility of fire services to emergencies via major streets. The Modified Project would not change the roadway patterns within the IBC project site. Although the Modified Project would increase the total building area, the number of trips are anticipated to decrease as discussed in Section 5.17, *Transportation*; therefore, the Modified Project would not adversely impact the roadway system in the vicinity of the IBC project site compared to the Approved Project. Additionally, the Modified Project would be required to provide the necessary on- and off-site access and circulation improvements for emergency vehicles and services during the construction and operational phases, subject to City of Industry and LACoFD approval. The access and circulation features of the proposed development project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Therefore, impacts would be less than significant, and preparation of an EIR is not required.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Initial Study prepared for the 2004 IBC EIR stated that the Approved Project would result in the removal of on-site vegetation and replace with ornamental vegetation irrigated on a regular basis; therefore, it was determined that the Approved Project would not increase the wildland fire hazard in the City. The project site has been mass graded and the native vegetation has been removed. The Modified Project would provide ornamental vegetation irrigated on a regular basis. Additionally, the IBC project site and its surrounding area are not identified as in a fire hazard severity zone (FHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE). The FHSZs are designated areas that are meant to help limit wildfire damages to structures through planning, prevention, and mitigation and requirements that reduce risk. The Modified

Project would not expose people or structure to wildland fires, and there are no changes or new information requiring preparation of an EIR.

5.9.3 Adopted Mitigation Measures Applicable to the Modified Project

Project Design Features (PDF) in the 2004 IBC EIR were incorporated into the project by individual project applicants to avoid or reduce impacts and to improve or provide a beneficial impact to the environmental issue analyzed even where no significant impact has been identified. The 2004 IBC EIR states that because these features are part of the Approved Project, they do not constitute mitigation measures, but will be implemented as special development requirements, and their implementation will be ensured through inclusion in the mitigation monitoring and reporting program. Because PDFs have mitigating effects, this Addendum reviews applicability of both the mitigation measures and PDFs.

The following PDF and mitigation measures were identified in the 2004 IBC EIR, and applicability of each PDF and MM has been evaluated. The PDF and MM have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and underline for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Project Design Features	
~~PDF 5.6-1~~	~~The debris and trash that is present or may be exposed in the locations of indiscriminate dumping and land filling should be cleared prior to or during grading activities. If hazardous materials are encountered, they should be disposed of at an appropriate facility. Non-hazardous debris should be taken to an appropriate landfill.~~	Not applicable. This PDF measure was implemented prior to grading of the IBC project site.
~~PDF 5.6-2~~	~~The AST should be removed from the site but no further investigation is necessary at this point in time. Observations should be made at the time of development in the vicinity of this AST and any contamination encountered should be investigated at that time.~~	Not applicable. This PDF measure was implemented prior to grading of the IBC project site.
~~PDF 5.6-3~~	~~As a precaution for the areas along the southern boundaries of the proposed planning area, a limited soil investigation for pesticides associated with surface soil on areas of the subject site previously used for or adjacent to agriculture should be performed. Samples should be collected from approximately 0.5 foot below ground surface (bgs) and two feet bgs. The 0. 5-foot samples should be analyzed for pesticides using EPA Method 8080, and the two feet bgs samples held pending receipt of analytical results. If pesticides are present in the 0.5-foot samples, then the two feet bgs samples should also be analyzed for pesticides.~~	Not applicable. This PDF was implemented prior to grading of the IBC project site.
~~PDF 5.6-4~~	~~In general, observations should be made during any future development of the proposed IBC for areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, staining soil or odorous soils. If such materials are encountered, further investigation and analysis may be necessary at that time.~~	Not applicable. This PDF was implemented prior to the completion of mass grading of the IBC project site.
PDF 5.6-5	Internal circulation ~~(i.e., circulation within each Planning Area, E-1 to E-5 and W-1 to W-4)~~ would need to be reviewed as specific projects are proposed in the IBC. Moreover, the site plans for future projects should be reviewed on a case-by-case basis with the fire department, the City and other appropriate public officials, for conformity with adopted emergency plans.	Applicable.
	Mitigation Measures	
~~MM 5.6-1~~	~~The Valley Land Development Company landfill shall be further investigated through the preparation of a site characterization study. This study will determine the extent of landfill area, landfill cover, gas monitoring and water quality monitoring. In consultation with the County of Los Angeles Department of Health Services, County Department of Building and Safety, South Coast Air Quality Management District and Los Angeles Regional Water Quality Control Board, appropriate development standards shall be developed.~~	Not applicable. This mitigation measure was implemented prior to grading of the IBC project site.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	~~These may include: formal landfill closure in accordance with current regulatory standards; post-closure monitoring and maintenance plan; and long-term groundwater and combustible gas monitoring programs.~~	
~~MM 5.6-2~~	~~All wells within or in close proximity to project boundaries shall be accurately plotted on future project maps.~~	Not applicable. This PDF was implemented prior to the completion of mass grading of the IBC project site.

5.9.4 Level of Significance After Mitigation

Not applicable because all mitigation measures were implemented prior to completion of mass grading at the project site.

5.10 HYDROLOGY AND WATER QUALITY

5.10.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR indicated that the project site was within the San Gabriel River Watershed in Los Angeles County. The San Gabriel River Watershed's major tributaries included Coyote Creek, Walnut Creek, and San Jose Creek. The initial receiving water body for the project site was the San Jose Creek channel (Reach 1) within the City, which ultimately drained into the San Gabriel River north of the SR-60/I-605 freeway interchange at the City of Industry/Whittier boundary.

The 2004 IBC EIR stated that the drainage area for the project site consisted of 817 acres, and under the existing conditions, the surface runoff from the drainage area totaled 1,065 cubic feet per second (cfs). The runoff from the project site followed the existing topographic features and divided into seven major subdrainage areas.

The 2004 IBC EIR indicated that the Approved Project would be divided into four primary discharge points and three secondary discharge points, and the stormwater runoff generated from within the project site would be managed in accordance with existing laws and regulations established under the National Pollutant Discharge Elimination System (NPDES) of the Clean Water Act, Section 402; the State of California NPDES General Permit for Construction Activities adopted by the SWRCB under Water Quality General Permit for Construction Activities, adopted by the SWRCB under Water Quality Order No. 99-08-DWQ; the Los Angeles County NPDES MS4 Permit (No. CAS6118036) adopted December 13, 2001 by the RWQCB Los Angeles Region with the City of Industry and the County as co-permittees, under Order No. 01-182; and the associated Los Angeles County Municipal Stormwater Quality Management Program (SQMP). Therefore, the 2004 IBC EIR concluded that the Approved Project would not violate any water quality standards or waste discharge requirements. Moreover, the 2004 IBC EIR stated that the Approved Project was required to comply with the Los Angeles County's Storm Water Quality Management Program (SWQMP) and to prepare and implement a Standard Urban Storm Water Mitigation Plan (SUSMP) approved by the City of Industry. The 2004 IBC EIR stated that the SUSMP would outline the BMPs to be used to satisfy storm water discharge criteria for the post-

construction phase of the Approved Project, and outlined mitigation measures (MMs 5.7-5 through 5.7-19) to reduce potential water quality impacts to a less than significant level.

The 2004 IBC EIR stated that the Approved Project would indirectly discharge into the San Jose Creek via the MS4 owned and operated by the City of Industry. The activities associated with the Approved Project necessitated the implementation of construction of BMPs, with the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT) and post-construction BMPs to the maximum extent practicable (MEP) to mitigate and abate pollutants that might compromise the San Jose Creek's beneficial uses and water quality objectives.

The Approved Project would not include any significant infiltration zones where the bottom of the infiltration structural BMP is within 10 feet of the historical high groundwater mark. In addition, any proposed infiltration BMPs, such as stormwater planters, would be designed with sufficient vegetation, permeable soil to provide adequate treatment and removal of typical stormwater pollutants, and underdrain pipes prior to discharging into the MS4 system. Therefore, it was determined that compliance with the existing regulations under the Statewide General Construction NPDES Permit would reduce the Approved Project impacts to a level of less than significant.

The 2004 IBC EIR stated that clearing, grading, excavation, and construction activities associated with the proposed plan could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage ways. Grading activities, in particular, lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled flow. The use of materials such as fuels, solvents, and paints also present a risk to surface water quality due to an increased potential for nonvisible pollutants entering the storm drain system. If uncontrolled, these materials could lead to water quality problems, including sediment-laden runoff, prohibited nonstorm water discharges, and ultimately the degradation of downstream receiving water bodies, such as the San Jose Creek adjacent to the project site. Therefore, mitigation measures were incorporated (MM 5.7-1 through MM 5.7-4) to reduce potential impacts to a less than significant level.

The 2004 IBC EIR indicated that the conversion of the existing open space area into the Approved Project would result in an overall increase in stormwater runoff in terms of peak discharge and volume from 1,065 cfs to 1,405 cfs, an increase of 340 cfs, distributed among the four major discharge points. However, the 2004 IBC EIR concluded that there are no deficiencies identified within the area of the project site or downstream, and that the capacity of San Jose Creek is greater than the projected peak flows from the ultimate buildout condition at the furthest downstream discharge point. The 2004 IBC EIR further stated that with respect to the existing backbone facilities that accept the runoff from the project site, it is the responsibility of the City to ensure the facilities are properly designed to deliver stormwater runoff to the creek without creating off-site flooding either at the creek or downstream. The Los Angeles County Department of Public Works is responsible for stormwater conveyance once it reaches the creek. In all instances, the backbone drainage facilities have been appropriately sized for commercial/industrial development and therefore have sufficient capacity to convey the projected peak flows. Therefore, the 2004 IBC EIR concluded that with the implementation of project design features, no off-site improvements are required for the Approved Project, and impacts would be less than significant.

Groundwater

The 2004 IBC EIR indicated that Walnut Valley Water District (WVWD) provides potable water to the project site and concluded that because the water is imported, local groundwater sources would not be significantly impacted by the Approved Project. Groundwater would be used in compacting soils during the grading process by drilling a new well within the Grand Crossing site to supply this water. The 2004 IBC EIR determined that because this groundwater basin was not used as a potable source, the project would not result in a significant impact to water supply.

5.10.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;				X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X	
iv) impede or redirect flood flows?				X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X

5. Environmental Analysis

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X	

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project is required to comply with the applicable County stormwater regulations. Therefore, the Modified Project will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities, Order No 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ. Compliance requires filing a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs); an annual fee; and a signed certification statement. The Modified Project will prepare an erosion and sediment control plan (ESCP) and implement BMPs to control erosion, debris, and construction-related pollutants. The Modified Project will be constructed and operated in accordance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The MS4 Permit requires new development and redevelopment projects to retain on-site a specified volume of stormwater runoff from a design storm event. The LID Standards Manual provides the guidance on how new development and redevelopment projects can meet these on-site retention requirements through the use of stormwater quality control measures. Therefore, the Modified Project would not result in greater groundwater impacts compared to the Approved Project, and impacts would be less than significant. There are no changes or new information requiring preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The IBC project site has been mass graded, and the Modified Project would not result in greater area of disturbance compared to the Approved Project. The 2004 IBC EIR analyzed hydrology and water quality impact from 331 acres of impervious surfaces including light industrial buildings, streets and parking lots. The Modified Project would result in approximately 291 acres of impervious surfaces with landscaping and would not increase the impervious surfaces analyzed under the Approved Project. Additionally, as discussed in Section 5.19, *Utilities and Service Systems*, the Modified Project would result in less water demand than the Approved

Project, and therefore would not substantially impact groundwater supplies. There are no changes or new information requiring preparation of an EIR.

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

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The IBC project site has been mass graded, and as with the Approved Project, the Modified Project would be required to comply with the NPDES Construction General Permit to ensure that a substantial erosion or siltation impacts do not occur. As with the Approved Project, the slopes for the Modified Project would also be planted with fire resistant, drought-resistant, native or adapted species suitable for erosion control. Additionally, as required in the 2004 IBC EIR, in all pad areas that are not immediately proposed for development, an appropriate combination of erosion prevention techniques, such as hydro-seeding, will be applied to prevent erosion and reduce interim impacts to visual quality as part of the project design features. These areas will also be maintained to reduce fire hazard until development occurs in that area. Additionally, as with the Approved Project, any remaining fine grading activities would also be required to comply with applicable mitigation measures from the 2004 IBC EIR, MM 5.7-1 through MM 5.7-4. Therefore, the Modified Project would not result in a greater substantial erosion or siltation on- or off-site than the Approved Project. There are no changes or new information requiring preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would not change the boundaries of the IBC project site. As with the Approved Project, the Modified Project would install underground storm drains connecting to existing storm drains in surrounding roadways. As discussed in above Section 5.10.2(a), Section 13.16 of the City's Municipal Code requires that projects of this size limit post-project runoff rates to no greater than pre-project rates (Industry 2016). Additionally, vegetated swales and new curbs, gutters, and culverts beneath walkways would be installed to manage runoff. Project drainage improvements would comply with Section 13.16 of the City's Municipal Code; thus, project development would not cause flooding on- or off-site, and impacts would be less than significant. There are no changes or new information requiring preparation of an EIR.

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project's storm drainage improvements would be designed to convey stormwater runoff safely from the project area without increasing flood, erosion, or capacity hazards within the project site or downstream. Additionally, the Modified Project's gross floor areas would not exceed a maximum of 50 percent of the total lot size, same as the Approved Project. Therefore, the total impervious

areas for the Modified Project would not be substantially different than the Approved Project. As required under the Approved Project, a series of storm drains and laterals would be constructed within the internal street system to pick up flows from the development areas. Streets, curbs, and gutters would direct street flows into collection points, where flows would enter the storm drain. In addition, a series of "sinks" would be installed in the planters, serving as drainage points and as irrigation for the planters (see PDF 5.1-1, 5.1-2, 5.1-5, 5.1-7, 5.1-8, 5.1-11 from Section 5.1, Aesthetics). As with the Approved Project, the storm drains would be strategically placed to pick up flows from the development areas in accordance with City design standards to minimize the threat of on-site flooding. The flows would be delivered to the backbone storm drain facilities (primarily secondary discharge points) at the downstream end and then ultimately discharged into the San Jose Creek. The proposed on-site storm drain system would be designed to safely convey peak flows through the site. The 2004 IBC EIR determined that through the implementation of source control and treatment control BMPs prescribed in the Approved Project's SUSMP and mitigation measures MM 5.7-5 through MM 5.7-19, the Approved Project would not exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff. The IBC project site has been mass graded, and only fine grading activities for individual building pads remain. As with the Approved Project, all final engineering plans would be submitted to the City Engineer or other responsible agency for review and approval prior to development of any drainage improvements. Therefore, implementation of the Modified Project would not result in greater runoff water impact compared to the Approved Project. There are no changes or new information requiring preparation of an EIR.

iv) Impede or redirect flood flows?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR stated that there are no known existing flooding issues within the IBC project boundary. It also stated that a hydraulic analysis of Diamond Bar Channel indicated that during a 50-year design storm the water surface elevation is completely confined within the channel embankments. Additionally, as required under MM 5.7-4, permanent drainage facilities will be provided to the satisfaction of the City Engineer, including underground storm drains with a local sump capacity for a 25-year conveyance and combined capacity of storm drains and street rights-of-way for a 50-year flood protection. Therefore, flooding impacts would not be greater than the Approved Project, and impacts would be less than significant. There are no changes or new information requiring preparation of an EIR.

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

No Impact. The Initial Study for the 2004 IBC EIR determined that the IBC project site is not within a 100-year floodplain as indicated on the FEMA Flood Insurance Rate Map, and therefore is not subject to flood hazard. The Initial Study also concluded that the IBC project site is not subject to tsunami or seiche because the site is several miles inland, and no water bodies have been identified in the project area. The Modified Project would not change the boundaries of the IBC project site. No impact would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. Water quality in the City is regulated by the Los Angeles RWQCB and its Basin Plan. The Basin Plan contains water quality goals and policies and identifies beneficial uses for receiving waters, along with water quality criteria and standards consistent with federal and state water quality laws. As with the Approved Project, the Modified Project would comply with the NPDES Construction General Permit and SWPPP requirements and implement BMPs to ensure that water quality impacts are reduced to less than significant level. In addition, the Modified Project would also be required to implement mitigation measures identified under the 2004 IBC EIR. Therefore, the Modified Project would not violate any water quality standards and would therefore not obstruct the implementation of the Basin Plan. Impacts would be less than significant.

The 2004 IBC EIR stated that to ensure that local and regional groundwater quality would not be impacted by the Approved Project, the project applicant would be required to obtain an Industrial Activities General Permit. This permit would include site-specific controls that would ensure that any water leaving the site does so in a manner consistent with applicable California water quality requirements. Additionally, monitoring of stormwater would ensure that the conditions of the permit continue to be met. The Modified Project would be required to obtain an Industrial Activities General Permit, and the impervious surfaces under the Modified Project would not substantially increase from the Approved Project. The 2004 IBC EIR analyzed water quality impact from 331 acres of impervious surfaces including light industrial buildings, streets and parking lots. The Modified Project would result in approximately 291 acres of impervious surfaces with landscaping and would not increase the impervious surfaces analyzed under the Approved Project. Although the Modified Project would increase the total building area to the developed, it would not increase the total impervious surfaces within the project site, and the existing regulations and the mitigation measure would ensure that the total quantity and quality of runoff water leaving the project site would not exceed what's been analyzed in the 2004 IBC EIR. Furthermore, as with the Approved Project, the Modified Project is required to comply with Mitigation Measures MM 5.7-1 through 20 (except MM 5.7-5 and 9 that specifically deal with commercial and restaurant uses), to ensure that runoffs from the Modified Project are treated properly and do not exceed the planned drainage system. Therefore, the Modified Project would not conflict with a sustainable groundwater management plan. There are no changes or new information requiring preparation of an EIR.

5.10.3 Adopted Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each mitigation measure has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Mitigation Measures	
MM 5.7-1	Non-erosive drainage devices shall be used to convey storm water away from building sites.	Applicable.
MM 5.7-2	Development sites shall be graded to provide a two percent slope from building pad to edge of site.	Applicable.
MM 5.7-3	Slopes shall be graded so that runoff of surface water is minimized.	Applicable.

5. Environmental Analysis

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
MM 5.7-4	Permanent drainage facilities shall be constructed to the satisfaction of the City Engineer, including: • Underground storm drains with a local sump capacity for a 25-year conveyance and combined capacity of storm drains and street right-of-ways for a 50-year flood protection. • Roof runoff collected in a rain gutter and downspout system and directed to approve areas via non-erodible conductors or storm water planters.	Applicable.
~~MM 5.7-5~~	~~All trash containers located around the commercial buildings must have roof drainage diverted around them and should be leak-proof with covers.~~	Not applicable. The Modified Project does not include any commercial buildings.
MM 5.7-6	All proposed catch basins shall be stenciled with "No Dumping – Flows to Creek" or other equally effective message, and inlet trash racks should be considered.	Applicable.
MM 5.7-7	Runoff from impervious areas should be diverted to landscaped areas wherever possible (e.g., storm water planters).	Applicable.
MM 5.7-8	Semi-permeable pavement shall be considered for applicable hardscape areas. For example, pervious surfaces or semi-pervious pavement should not be used in areas within the designed truck hauling routes.	Applicable.
~~MM 5.7-9~~	~~All restaurants shall have contained areas, floor sinks, and mop sinks all connecting to the sanitary sewer for disposal of wash waters. In addition, the contained areas shall be covered to prevent storm water contact.~~	Not applicable. The Modified Project does not include any restaurants.
MM 5.7-10	Outdoor storage of materials shall have secondary containment and shall be protected from storm water run-on.	Applicable.
MM 5.7-11	Parking lots and streets shall be swept on a routine basis (e.g., monthly).	Applicable.
MM 5.7-12	Efficient irrigation systems that minimize runoff and evaporation, and maximize the water that would reach the plant roots, such as a dripline system shall be installed.	Applicable.
MM 5.7-13	Timed irrigation systems shall be provided for water conservation in all community or public service landscaped areas.	Applicable.
MM 5.7-14	Mulch shall be used to the extent feasible in all landscape areas to minimize soil erosion.	Applicable.
MM 5.7-15	Reduce pesticide and fertilizer use at the source to minimize pollutants in urban runoff. The project developer shall adopt Integrated Pest Management (IPM) programs for use within the project site.	Applicable.
MM 5.7-16	Exposed surfaces shall be stabilized with permanent measures, such as hydroseed and vegetation, as soon as practical after completion of final grading.	Applicable.
MM 5.7-17	Storm water education materials should be distributed to property owners/tenants.	Applicable.
MM 5.7-18	Maintenance schedules for all structural and non-structural BMPs shall be implemented throughout the project site.	Applicable.
MM 5.7-19	An agreement between the project applicant and the City of Industry citing the maintenance requirements for all water quality structural BMPs (catch basin inserts, storm drain inserts, landscaping areas) and the source of funding shall be executed prior to the issuance of a grading permit by the City.	Applicable.
MM 5.7-20	The final grading plan for the water tank will provide a berm along the eastern edge of the pad to protect the residences from inundation associated tank failure.	Applicable.

5.10.4 Level of Significance After Mitigation

With implementation of these mitigation measures, impacts of the Modified Project would not be greater than those identified in the 2004 IBC EIR.

5.11 LAND USE AND PLANNING

5.11.1 Summary of Previous Environmental Analysis

Compatibility with Existing and Proposed Land Uses in the City of Industry

The 2004 IBC EIR stated that the project site is located within the City and is subject to the land use designations in the City's General Plan. The General Plan designated the project site as industrial and the project site was zoned M – Industrial, which allows a range of industrial, manufacturing and warehousing uses. The Approved Project involved rezoning portions of the project site (approximately 4,146,000 square feet) from M – Industrial to C – Commercial. The Approved Project included a maximum of 633,000 square feet of industrial space in the M – Industrial zone.

The 2004 IBC EIR indicated that land uses adjacent to and in the vicinity of the project site in the City are industrial/manufacturing facilities, with some commercial in the Grand Crossing Development. The Approved Project included PDFs applicable to both commercial and industrial uses to regulate the appearance of buildings, setback distances, and landscaping. The 2004 IBC EIR determined that compliance with these guidelines would ensure compatibility of this plan within itself and well as surrounding uses in the City. Additionally, the 2004 IBC EIR stated that each development project in the project site would be required to be approved by the City Council and meet the conditions of the plan of development. Therefore, land use impacts were determined to be less than significant.

Compatibility with Existing and Proposed Land Uses in the City of Diamond Bar

The Approved Project planned office or business park uses in the areas nearest Diamond Bar on the east side of the project site, and commercial uses (likely auto dealership and related) on the west side of the project site. However, a substantial landscape buffer was planned between residential uses and any nearby planning area varying between 150 feet and 450 feet along the eastern boundary and approximately 350 feet on the southwestern boundary. In addition, portions of the planning areas nearest the eastern boundary would not be visible from residential areas because of the topography that would remain after grading. It was determined that this would serve to block the view of the project site from the residential uses and reduce any incompatibility issues related to aesthetics.

Compatibility with Existing and Proposed Land Uses in the City of Pomona

The 2004 IBC EIR stated that the City of Pomona boundary is located approximately 200 feet northeast of the project site at its closest point. The agricultural use in the City of Pomona, which is located east of Grand Avenue and directly north of The Plantation Industrial project site, was compatible with the Approved Project because agriculture is not a land use that would be impacted by nearby development. Agricultural uses in Pomona at the time took place on the 400-foot-wide parcel (zoned as General Industrial) northwest of the project area, and also on the Cal Poly campus further northwest of the project site. Northwest of the project site (southeast of the Cal Poly property) was zoned and designated for industrial uses as well. The Approved Project was considered compatible with the industrial zone and designation, since industrial uses would be a part of the project site closest to Pomona and were prevalent in the vicinity. Therefore, significant impacts on planned industrial land uses in the City of Pomona were not anticipated.

5. Environmental Analysis

The Spadra Landfill is located northeast of the project site on Valley Boulevard. The landfill is located on land designated by the General Plan as publicly owned land and zoned institutional. In addition, the Lanterman Development Center was located on land zoned as Publicly Owned and designated as Institutional northeast of the project site. The uses expected under the Approved Project would continue the same type of uses allowed by the City of Pomona nearest the project site; therefore, the Approved Project was considered compatible with the City of Pomona General Plan and Zoning Ordinance designations.

Cumulative Impact

Cumulative land use impacts due to the identified traffic improvements were determined by comparing the illustration for "existing conditions" with the illustration for Year 2025 "cumulative + project with area-wide mitigation." The level of improvement required to mitigate the area-wide impacts for 2025 might result in localized off-site land use impacts. The traffic study indicated that 35 intersections would require additional right-of-way if the mitigation measures were implemented, therefore causing significant land use impacts. The potential displacement of existing land uses was considered a cumulatively significant impact.

5.11.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Physically divide an established community?					X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X	

a) Physically divide an established community?

No Impact. The project site has been mass graded per the Approved Project under the 2004 IBC EIR. The Modified Project would not change the project site boundaries of the Approved Project. Grand Avenue is an existing arterial that traverses the western and eastern portions of the site and neither the Approved or Modified Projects would change access to, nor physically divide an established community. No impact would occur.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The project site was previously zoned Commercial (Z) and Industrial (M) and designated Industrial by the General Plan in the 2004 IBC EIR. However, the project site is currently zoned Industrial by the City's zoning map and Employment by the City's General Plan. The Modified Project's industrial uses are permitted in Industrial zones, and therefore, would not conflict with land use regulation. Under the Approved Project, the industrial park area was approximately 1,400 feet from the residences in Diamond Bar to the east. The Modified Project would place the building pads for industrial uses as close as approximately 150 feet from the residences. The Approved Project included business park uses approximately 150 feet from the residences to the east. The actual buildings would be placed at a minimum of 600 feet from the residences. Although the Modified Project would place additional industrial uses closer to the residences in the City of Diamond Bar on the east and southwest, as required under the Approved Project, the Modified Project would provide buffer space and landscape between the residences and the industrial buildings, varying between 150 feet and 450 feet along the eastern boundary and approximately 350 feet on the southwestern boundary, so that industrial buildings are not visible from the residences. Therefore, the Modified Project would not be incompatible with the nearby sensitive uses to create conflict related to land use. The Modified Project would not conflict with any land use plan or policies to cause a significant environmental impact.

The 2004 IBC EIR determined that implementation of the Approved Project would require additional right-of-way acquisition to implement traffic mitigation, resulting in displacement of existing uses. Therefore, the 2004 IBC EIR found significant cumulative land use impact. The Modified Project would result in decreased traffic impact as described in Section 5.17, *Transportation*, of this Addendum. Therefore, the Modified Project would not increase the number of right-of-way acquisitions to implement mitigation measures identified in the 2004 IBC EIR. The Modified Project would not result in greater cumulative land use impacts compared to the Approved Project.

5.11.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to land use were outline in the 2004 IBC EIR.

5.11.4 Level of Significance After Mitigation

Not applicable.

5.12 MINERAL RESOURCES

5.12.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR indicated that the Puente Formation underlying the project site has not been identified as a mineral resource, and although several active oil fields exist in the surrounding area, the project site does not include any oil exploration or production. Therefore, the 2004 IBC EIR concluded that the Approved Project

would not result in the loss of availability of known mineral resources that would be value to the region and the residents of the state, and impacts were less than significant.

5.12.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X
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?					X

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

No Impact. The 2004 IBC EIR did not identify any known mineral resources that would be a value to the region and the residents of the state in the project site. The Modified Project would not change the boundaries of the project site, and no impact would occur.

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. The 2004 IBC EIR did not identify any locally important mineral resources recovery site within the project site. The City's General Plan does not delineate any locally important mineral resource recovery site within the city boundary. No impact would occur.

5.12.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to mineral resources were outlined in the 2004 IBC EIR.

5.12.1 Level of Significance After Mitigation

Not applicable.

5.13 NOISE

5.13.1 Summary of Previous Environmental Analysis

Construction Noise Impacts

Short-term noise impacts identified in the 2004 IBC EIR were associated with site preparation, grading, building construction, and construction traffic. Construction would temporarily elevate existing ambient noise levels in the project area. The project area included residential receptors bordering the Approved Project to the east in the City of Diamond Bar. The 2004 IBC EIR found that construction noise levels would be up to 89 dBA L_{eq} at a distance of 50 feet, resulting in attenuated noise levels up to 58 dBA L_{eq} at the nearest residences in the City of Walnut and up to 67 dBA L_{eq} at the nearest residential receptors in the City of Diamond Bar. The 2004 IBC EIR found no significant construction noise impacts.

Construction Vibration Impacts

The 2004 IBC EIR found the nearest sensitive receptors (residences) to be no closer than 100 feet from large earth-moving construction equipment. Therefore, vibration impacts were found to be less than significant.

Operational Noise Impacts

Mobile

The 2004 IBC EIR found that traffic from the Approved Project would result in a traffic noise increase of up to 3 dBA CNEL in existing ambient environments of 65 dBA CNEL along Sunset Crossing Road west of SR-57. However, because exterior living spaces would be shielded by existing homes and/or property barriers, future traffic noise levels were ultimately found to be less than 65 dBA CNEL. Traffic noise impacts associated with the Approved Project were found to be less than significant.

Parking Lot

The Approved Project included parking lots as part of the project. Vehicle noise such as tire squeals, car horns, door slams, and alarms would be associated with the on-site parking lot. The 2004 IBC EIR found that parking lot noise associated with the Approved Project would be up to 45 dBA L_{eq} at the nearest residential receptors within the City of Diamond Bar and up to 33 dBA L_{eq} in the City of Walnut. Noise levels were found to be less than the City of Walnut and City of Diamond Bar's exterior noise standards and less than significant.

Loading Docks

The 2004 IBC EIR found that noise from truck loading and unloading activities would be up to 41 dBA L_{eq} at the nearest residential receptors within the City of Walnut and up to 58 dBA L_{eq} at the nearest residential receptors within the City of Diamond Bar, which would exceed the City of Diamond Bar's noise standards. Impacts associated with truck loading and unloading were found to be less than significant with implementation of PDFs 5.10-1 through 5.10-3.

Other stationary noise sources identified associated with the Approved Project were from HVAC, refrigeration units, and other mechanical equipment. These noise sources were found to not exceed local noise standards and were less than significant.

5.13.2 Impacts Associated with the Modified Project

Would the project result in:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X	
b) Generation of excessive groundborne vibration or groundborne noise levels?				X	
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?				X	

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.

Construction Noise

Short-term noise impacts that could occur during construction include vehicular traffic noise from construction workers, vendor vehicles and haul trucks on public roadways, and heavy construction equipment operating on individual project sites.

The Modified Project would generate up to 1,316 construction trips (worker and vendor combined) during building construction. When compared to Approved Project's baseline average daily traffic volumes of 28,154 to 54,313 (see Appendix D), this would result in a net increase of up to 0.2 dBA CNEL, which is negligible. No haul trips are anticipated with construction activities associated with the Modified Project. Construction

trips generated under the Modified Project would not result in a substantial change in project or circumstances resulting in new significant impacts.

The Modified Project would involve construction phases such as fine grading, utility trenching, building construction, paving, and architectural coating. Anticipated construction equipment includes, but is not limited to, scrapers, excavators, loaders, backhoes, man lifts, boom lifts, rollers, tractors, trenchers, and air compressors. The three loudest pieces of construction equipment by activity phase are modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Table 14 summarizes the anticipated aggregate noise levels associated with the Modified Project at a distance of 50 feet. The loudest anticipated construction activity under the Modified Project is paving, with noise levels of up to 85 dBA L_{eq}.

Table 14 Construction Noise Levels – Modified Project

Construction Activity Phase	RCNM at 50 feet (dBA L_{eq})
Fine Grading	82
Site Utilities	79
Building Construction	75
Architectural Coating	75
Paving	85

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix D.
Construction equipment based on the 3 loudest pieces of equipment per activity phase. Projected noise levels are rounded up to the nearest whole number.

The loudest activities analyzed in the 2004 IBC EIR were clearing, demolition, excavation, building, and finishing, which were anticipated to generate noise levels of up to 89 dBA L_{eq} at 50 feet. At the nearest sensitive receptors within the City of Walnut, these construction noise levels were found to attenuate to 58 dBA L_{eq}, and at the nearest sensitive receptors within the City of Diamond Bar, construction noise levels were found to attenuate to 67 dBA L_{eq}. Noise levels associated with the Modified Project, up to 85 dBA L_{eq} at 50 feet, would be less than that analyzed in the 2004 IBC EIR. No new or existing sensitive receptors would be closer to construction activities than analyzed in the 2004 IBC EIR, and mass grading has already occurred on the project site. Sensitive receptors would experience attenuated noise levels approximately 4 dBA L_{eq} lower than those analyzed in the 2004 IBC EIR. Construction noise levels at the nearest sensitive receptors in the City of Walnut would be approximately 54 dBA $L_{eq,}$ and 63 dBA L_{eq} at the nearest sensitive receptors within the City of Diamond Bar. Therefore, construction noise would not exceed the respective City's regulatory standards of 60 dBA for residential land use in the City of Walnut and 75 dBA for single-family residential in the City of Diamond Bar. Therefore, there are no changes or new information requiring preparation of an EIR, and Modified Impacts would not result in significant construction noise impacts compared to the Approved Project.

Traffic Noise

To establish a traffic noise baseline, roadway segments volumes from both the 2004 IBC EIR and the 2014 GPU EIR were used. A standard growth factor was applied to the segment volumes while using the 2004 IBC EIR cumulative project list with a 2035 horizon year from the 2014 GPU EIR. Traffic data was provided by LLG Engineers, and traffic noise increase calculations can be found in Appendix D. Table 15 summarizes traffic noise increase results from warehousing industrial land use. Although the Modified Project includes flexibility

within the industrial land uses and could accommodate manufacturing, assembly, and light industrial, while these uses would have higher passenger vehicle trips compared to warehousing, they would have lower medium and heavy-duty truck trips. Because trucks are louder than passenger vehicles, the noise levels shown in Table 15 based on warehousing land use would be a conservative estimate. As shown in Table 15, traffic associated with the Modified Project would result in a 0 dBA CNEL net increase or less when compared to the Approved Project baseline. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. There are no changes or new information requiring preparation of an EIR.

Table 15 Modified Traffic Noise Increase Compared to Approved Project Baseline

Roadway	Segment	Approved Project Baseline (Approved Future Plus Project) dBA CNEL	Approved Project Baseline Plus Modified Project dBA CNEL	Net Change (Modified Project minus Approved Project) dBA CNEL
Temple Avenue	West of SR-57 SB Ramps	79.2	78.9	-0.24
Temple Avenue	BTW Diamond Bar Blvd and Golden Springs Drive	76.1	76.1	0.00
Golden Springs Drive	BTW Temple Avenue and Sunset Crossing Road	76.2	76.2	0.00
Sunset Crossing Road	BTW Prospectors Road-Chapparal Drive and SR-57 SB Ramps	74.3	74.3	0.00
Sunset Crossing Road	BTW Diamond Blvd and Golden Springs Drive	72.0	72.0	0.00
Diamond Bar Blvd	BTW Sunset Crossing Road and SR-60 WB Ramps	76.2	75.9	-0.29
Golden Springs Drive	East of Diamond Bar Blvd	75.4	75.2	-0.22
Grand Avenue	North of SR-60 WB/SR-57 SB Ramps	79.3	77.9	-1.35
Grand Avenue	North of Golden Springs Drive	77.8	76.5	-1.35
Golden Springs Drive	BTW Brea Canyon Road and Gateway Center Drive	75.2	75.1	-0.07
Golden Springs Drive	West of Grand Avenue	75.5	75.5	-0.07
Golden Springs Drive	East of Grand Avenue	77.0	76.3	-0.73
Grand Avenue	South of Golden Springs Drive	77.4	76.6	-0.73
Grand Avenue	West of Diamond Bar Blvd	77.1	76.3	-0.73
Diamond Bar Blvd	North of Grand Avenue	75.7	75.7	0.00
Grand Avenue	East of Diamond Bar Blvd	77.0	76.6	-0.36
Diamond Bar Blvd	South of Grand Avenue	75.9	75.4	-0.42
Brea Canyon Road	BTW Golden Springs Drive and Pathfinder Road	75.8	75.5	-0.29
Pathfinder Road	BTW Brea Canyon Rd (east) and Diamond Bar Blvd	75.5	75.4	-0.07
Diamond Bar Blvd	North of Pathfinder Road	76.6	76.4	-0.22
Brea Canyon Rd (east)	BTW Pathfinder Road and Diamond Bar Blvd	74.2	74.1	-0.07
Diamond Bar Blvd	BTW Brea Canyon Rd (east) and Pathfinder Road	76.5	76.3	-0.15
Valley Blvd	West of Nogales Street	79.0	78.6	-0.42
Valley Blvd	West of Fairway Drive	78.9	78.4	-0.55
Valley Blvd	West of Lemon Avenue	78.5	77.8	-0.67
Valley Blvd	East of Lemon Avenue	78.5	77.7	-0.85
Valley Blvd	West of Grand Avenue	76.8	76.2	-0.67
Valley Blvd	East of Grand Avenue	78.3	77.7	-0.67
Nogales Street	South of Valley Blvd	77.1	77.0	-0.07
Fairway Drive	South of Valley Blvd	77.7	77.6	-0.15

Table 15 Modified Traffic Noise Increase Compared to Approved Project Baseline

Roadway	Segment	Approved Project Baseline (Approved Future Plus Project) dBA CNEL	Approved Project Baseline Plus Modified Project dBA CNEL	Net Change (Modified Project minus Approved Project) dBA CNEL
Fairway Drive	North of SR-60 WB Ramps	76.5	76.4	-0.15
Lemon Avenue	South of Valley Blvd	74.1	74.1	0.00
Brea Canyon Road	South of Valley Blvd	77.8	77.0	-0.79
Baker Parkway	West of Grand Avenue	75.5	75.1	-0.36
Grand Avenue	South of Valley Blvd	79.2	77.5	-1.74

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix D.
Modeling for noise is based on development of warehouse uses as worst case scenario because manufacturing and assembly and light industrial uses do not generate as many truck trips, which are louder. As a result, noise levels are higher; and thus, the analysis provides a more conservative noise conditions.
Construction equipment based on the top 3 loudest equipment per activity phase and L_{eq} noise levels rounded up to the nearest whole number.
BTW = Between

Stationary Noise

The 2004 IBC EIR identified on-site parking lot activity, on-site mechanical equipment, and loading dock activities as stationary noise sources.

The 2004 IBC EIR found that truck loading and unloading operations would be up to 82 dBA L_{eq} at 50 feet for a group of eight trucks. This would result in noise levels of up to 41 dBA L_{eq} at the nearest sensitive receptors within the City of Walnut, and up to 58 dBA L_{eq} at the nearest sensitive receptors within the City of Diamond Bar. The Modified Project would have a net increase of 4,355,340 square feet of industrial land use such as warehousing and distribution, manufacturing, assembly, and light industrial, proposing buildings with loading docks as close as approximately 650 feet from the nearest residential uses, which would be in the City of Diamond Bar. This distance is based on the center of the loading area of the nearest building to the residential property line. At 650 feet, truck unloading and loading operations would attenuate to approximately 60 dBA L_{eq}, 2 dBA higher than previously analyzed. Though the Modified Project would result in an approximately 2 dBA increase, the Approved Project found loading activities to be potentially significant and to exceed the City of Diamond Bar's exterior noise standards. The Modified Project would incorporate the 2004 IBC EIR PDFs to reduce loading and unloading operational noise, such as orienting loading docks away from residences and sound walls to shield line-of-sight.

Other stationary noise sources, such as on-site parking lot activity and on-site mechanical equipment, would not be located any closer to sensitive receptors than analyzed in the 2004 IBC EIR. The Modified Project would keep proposed HVAC within buildings, on rooftops, or otherwise shielded from sensitive receptors.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.

Construction Vibration

The 2004 IBC EIR found that the most vibration-intensive construction activity would be from large earth-moving equipment (i.e., grading equipment), which would be operated no closer than 100 feet to any sensitive receptor. Since the 2004 IBC EIR, the IBC project site has been mass graded, and heavy earth-moving equipment from subsequent construction phases would not operate closer than 100 feet to existing sensitive receptors under the Modified Project. Fine grading is anticipated to occur as needed for proposed buildings. Additionally, any paving requiring the use of a vibratory roller, which can generate vibration levels of up to 0.21 in/sec PPV at 25 feet, would not occur within 100 feet. At 100 feet a vibratory roller would generate vibration level of 0.026 in/sec PPV. Therefore, there are no changes or new information requiring preparation of an EIR.

Operational Vibration

Operational vibration was not analyzed in the 2004 IBC EIR. Implementation of the Modified Project would not include any substantial long-term vibration sources. Therefore, there are no changes or new information requiring preparation of an EIR.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR scoped out impacts associated with checklist question c) in the Initial Study by stating that the IBC project site is not located within an airport land use plan or within two miles of a public airport.

Under the Modified Project, the nearest heliport to the project site is the Pomona Police Department Heliport, approximately 2.2 miles to the northeast, and the nearest private airstrip is Brackett Field Airport, approximately 4.7 miles to the northeast. No heliports or airstrips (private or public) are within 2 miles of the Modified Project site; therefore, the Modified Project would not expose people residing or working in the project area to excessive noise levels. Therefore, there are no changes or new information requiring preparation of an EIR.

5.13.3 Adopted Mitigation Measures Applicable to the Modified Project

PDFs in the 2004 IBC EIR are measures that have been incorporated into the project by individual project applicants to avoid or reduce impacts, and to improve or provide a beneficial impact to the environmental issue analyzed even where no significant impact has been identified. The 2004 IBC EIR states that because these features have been made a part of the Approved Project, they do not constitute mitigation measures, but will be implemented as special development requirements, and their implementation will be ensured through inclusion in the mitigation monitoring and reporting program. Because PDFs have a mitigating effect, this Addendum reviews applicability of both the mitigation measures and PDFs.

No mitigation measures related to noise impacts were outlined in the 2004 IBC EIR. However, the following PDFs were identified in the 2004 IBC EIR, and applicability of each PDF has been evaluated. The PDFs were modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and underline for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Project Design Features	
PDF 5.10-1	Sound attenuation measures should be incorporated into the design of the structures so as to minimize noise emissions and propagation from mechanical equipment (fans, blowers, chillers, compactors, etc.).	Applicable.
PDF 5.10-2	Deliveries and trash haul-offs should be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.	Applicable.
PDF 5.10-3	The project design should be oriented such that truck loading and unloading operations would be oriented away from residential areas that have line-of-sight to the facility. Where this is not feasible, the project design should include sound walls to shield line-of-sight between the trucking areas and the residential receptors.	Applicable.
PDF 5.10-4	Construction hauling schedules and haul routes shall be coordinated to reduce potential noise impacts to nearby sensitive receptor sites.	Applicable.
PDF 5.10-5	During all project site preparation, grading, and construction, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. All equipment shall also be maintained in a properly tuned condition.	Applicable.
PDF 5.10-6	Operating equipment in an idling mode shall be minimized. All equipment should be turned off when not in use, to the extent feasible.	Applicable.
PDF 5.10-7	The project contractor shall employ noise control measures such as enclosures and noise barriers, as necessary and feasible, to reduce construction noise levels at sensitive receptors and to protect the public.	Applicable.
PDF 5.10-8	Construction operations shall be scheduled and conducted in a manner that will minimize, to the greatest extent feasible, the disturbance to the public in areas adjacent to the construction activities and to occupants of buildings in the vicinity of the construction activities.	Applicable.
PDF 5.10-9	The project contractor shall place all stationary construction equipment as far as feasible from sensitive receptors and situated so that emitted noise is directed away from sensitive receptors to the east and southwest of the project site.	Applicable.
PDF 5.10-10	The construction contractor shall locate long-term stockpiling and equipment staging areas in a manner to provide as much distance between construction-related noise sources and potentially noise-sensitive receptors to the west as feasible during all project site preparation, grading, and construction activities.	Applicable.
PDF 5.10-11	All maintenance of construction equipment shall be limited to those days and hours specified for on-site construction activities.	Applicable.
PDF 5.10-12	Construction hours shall be enforced by the City of Industry. Maintenance of construction equipment shall be limited to those days and hours specified for on-site construction, except where equipment is moved to a location of sufficient distance or shielding to prevent impacts on nearby sensitive receptors. Water wells are exempt from these time prohibitions.	Applicable.

5.13.4 Level of Significance After Mitigation

With implementation of these mitigation measures, impacts of the Modified Project would not be greater than those identified in the 2004 IBC EIR.

5.14 POPULATION AND HOUSING

5.14.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR stated that because the Approved Project would only construct nonresidential structures, it would not directly result in an increased population in the City. The 2004 IBC EIR extended the potential population and housing impact area to not just the City, but to a 10-mile radius of the project site. This potential impact area was referred to as the Study Area in the 2004 IBC EIR and included the jurisdictions shown in Table 16, *Jurisdictions within the Study Area*.

Table 16 Jurisdictions within the Study Area

Subregion	Within 5 miles	Within 10 miles
San Gabriel Valley Council of Governments (SGVCOG) – County of Los Angeles	City of Covina	City of Azusa
	City of Diamond Bar	City of Baldwin Park
	City of Industry	City of Claremont
	City of Pomona	City of Glendora
	City of San Dimas	City of Irwindale
	City of Walnut	City of La Puente
	City of West Covina	City of La Verne
Gateway Cities Council of Governments (Gateway Cities COG) – County of Los Angeles	--	City of La Habra Heights
	--	City Whittier
Orange County Council of Governments (OCCOG) – County of Orange	City of Brea	City of Anaheim
	--	City of Fullerton
	--	City of La Habra
	--	City of Placentia
	--	City of Yorba Linda
San Bernardino Association of Governments (SANBAG) – County of San Bernardino	City of Chino Hills	City of Chino
	--	City of Montclair
	--	City of Ontario
	--	City of Upland
	--	Unincorporated County of San Bernardino

Population Growth

The 2004 IBC EIR concluded that although a number of jobs created by the Approved Project could attract future residents from outside the City to the surrounding jurisdictions, two negating factors reduced potential population growth impacts to the surrounding cities. First, unemployment figures within the Study Area totaled over 56,000. Therefore, the 2004 IBC EIR concluded that potential employees resided within the Study Area and would not increase the population. Second, the nature of the Approved Project did not require the importation of specialized, highly skilled, or uniquely qualified individuals from outside the study area. Therefore, it was determined that the Approved Project would likely employ a large number of existing residents and not attract a substantial number of new residents. Population growth impacts were determined to be less than significant.

Employment Generation

The 2004 IBC EIR stated that the Approved Project would generate a total of 5,465 new jobs at the IBC project site, which included a mix of office, commercial, auto, retail, and industrial jobs. However, unemployment rates had generally stayed low based on the 2000 Census, with an overall unemployment rate of 6.6 percent in the cities that surround the City of Industry. The 2004 IBC EIR reviewed cities in the San Gabriel Valley Council of Governments, which includes the City, cities in the Gateway Cities Council of Governments, and cities in the Orange County Council of Governments to evaluate population and housing impacts, and considered these cities as the study area. The unemployment rate for the same year was 8.2 percent for Los Angeles County and 7 percent for California. Although the average unemployment rate was lower than Los Angeles County as a whole, the average masked the high rates exhibited by several jurisdictions within the study area—as high as 8 to 10 percent. Moreover, the number of unemployed totaled over 56,000. Therefore, it was determined that the Approved Project would provide new job opportunities for the existing unemployed residents of the study area, filling many of the project jobs without any significant increase in local or regional housing demand. The employment opportunities for existing residents provided by the Approved Project was considered to be a beneficial impact.

Cumulative Impact

The SCAG projections for the City estimated that the City would add approximately 21,500 jobs between 2000 and 2010, growing from 60,849 jobs in 2000 to 82,400 jobs in 2010. Cumulatively, the number of potential employees from the IBC project (5,465 jobs) and from previously approved projects in the city totaled approximately 14,262. It was concluded that the potential employment number was consistent with the employment projections provided by SCAG, indicating that the Approved Project would not generate any adverse impacts on the level of employment projected for the city and the surrounding jurisdictions.

Jobs/Housing Balance

The 2004 IBC EIR stated that based on the SCAG's 2004 RTP growth forecast, approximately 134,000 new households and approximately 330,000 jobs would be created in the study area over the 2000–2010 period. Accordingly, it was estimated that approximately 2.5 jobs would be created for every housing unit constructed over the 2000–2010 period. Although the 2004 RTP projected more jobs to be created than housing for the 2000–2010 planning period, it was estimated that for the 2000, 2010, and 2030 planning years, the jobs-to-housing ratio in the Study Area would be 1.54, 1.63, and 1.56, respectively, representing a healthy jobs-to-housing balance.

Assuming a ratio of 1.5 workers per household to estimate housing demand, the 2004 IBC EIR assumed that the Approved Project would generate 5,465 jobs, creating a demand for an additional 3,643 housing units. And by assuming a jobs-to-housing ratio of 1.5 to determine housing demand, the Approved Project would help to promote and maintain the projected ratio for 2010 and 2030. Additionally, the City considered the Approved Project to be consistent with its General Plan, which was adopted in 1978 and used in the preparation of the regional growth forecasts developed by SCAG. The Approved Project, therefore, was not anticipated to have a significant impact on the jobs/housing balance.

5.14.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
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)?				X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. The 2004 IBC EIR stated that 4,779,000 square feet of building area under the Approved Project would create approximately 5,465 jobs, thereby creating a demand for approximately 3,643 housing units.[3] The total of 5,465 jobs were based on the square feet per employee generation factors that ranged from 519 square feet per employee for regional retail to 1,658 square feet per employee for industrial park originally proposed under the Approve Project as shown in Table 17, *Estimated Employment Generation Comparison*. The square foot per employee factors used in the 2004 IBC EIR was from the SCAG's Employment Density Study prepared in 2001. The Modified Project's employment was estimated by using the employment generation factors used in the City's 2014 GPU EIR for more updated information. The Modified Project would provide 5,106,820 square feet of various industrial area (warehousing and distribution, manufacturing and assembly, and light industrial) and—using the employment generation factor of one employee per 1,067 square foot calculated based on averaging the employment generation factors for warehousing and distribution, manufacturing and assembly, and light industrial—the Modified Project is anticipated to generate 4,787 jobs, a reduction of 687 jobs compared to the Approved Project. The employment generation factors in the 2004 IBC EIR and the GPU assumed that commercial land uses would generate more employees than industrial land uses. Therefore, the Modified Project

[3] Approved Project: 5,465 jobs/1.5 workers per household = 3,643 housing units

is anticipated to create demand for 3,192 units,[4] a reduction of 451 units from 3,643 units. Therefore, the population growth impact from the Modified Project would be less than the Approved Project.

Table 17 Estimated Employment Generation Comparison

Land Use	Square Foot/Employee	Approved Project		Modified Project		Change
		Square Footage	Employment	Square Footage	Employment	
Corporate Office	694	1,341,000	1,931	0	0	-1,931
Commercial Center	770	245,000	318	0	0	-318
Auto Dealership/Related Services	770	561,000	729	0	0	-729
Regional Retail	519	462,000	890	0	0	-890
General Office	694	285,000	410	0	0	-410
Business Park	1,557	1,252,000	804	0	0	-804
Industrial Park	1,658	633,000	382	0	0	-382
Industrial (Warehousing and distribution, manufacturing and assembly, and light industrial)[1]	1,067	--	--	5,106,820	4,787	4,787
GRAND TOTAL	--	4,779,000	5,465	5,106,820	4,787	-687

[1] Based on the average square foot per employee for warehousing and distribution, manufacturing and assembly, and light industrial from the 2014 GPU EIR Table 3-5, Estimated Theoretical Buildout Statistics of Proposed Land Use Plan, footnote No. 6 (warehousing and distribution=1,500 square feet/employee, manufacturing and assembly=950 square feet/employee, light industrial=800 square feet/employee).

The 2004 IBC EIR stated that although the Approved Project would create jobs and potentially result in population growth in the cities surrounding the City, considering the high overall employment rate of 6.6 percent or 56,000 unemployed within a 10-mile radius of the City, it was determined that the Approved Project would likely employ a large number of existing residents and not attract a substantial number of new residents. It was also stated that the type of jobs expected by the Approved Project did not require specialized, highly skilled or uniquely qualified individuals who could not be found locally. The unemployment rate as of December 2020 (not seasonally adjusted) for the County of Los Angeles was 10.7 percent, and it was 7.4, 9.2, and 9.1 percent for the counties of Orange, San Bernardino, and Riverside, respectively, all substantially greater than what was projected in the 2004 IBC EIR (EDD 2021a). The unemployment rates for the nearby cities of Diamond Bar, Walnut and Pomona were 7.8, 7.5, and 12.6 percent (EDD 2021b) Additionally, similar to the Approved Project, the jobs created by the Modified Project are projected to be fulfilled by the local labor forces in Los Angeles County or other nearby counties, and would not require importation of outside work force.

The 2004 IBC EIR concluded that the jobs to housing ratio in the Study Area would range from 1.54 to 1.63 for the 2010 to 2030 planning period pursuant to SCAG's RTP/SCS projections, and that the Approved Project would help to promote and maintain the healthy jobs-to-housing balance. Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) was adopted by SCAG's Regional Council on September 3, 2020. Table 18, *Jobs-Housing Ratios per SCAG Connect SoCal*, shows the jobs-housing ratio within

[4] Modified Project: 4,787 jobs/ 1.5 workers per household = 3,192 housing units

the Study Area for the Modified Project based on data from SCAG's Connect SoCal. The American Planning Association (APA) recognizes that an ideal jobs-housing ratio will vary across jurisdictions; however, its recommended target is 1.5, with a recommended range of 1.3 to 1.7. As shown, the jobs-housing ratio for the Study Area was a healthy rate of 1.61 in 2016, and is projected to remain healthy at 1.60 for 2045, both with and without the Modified Project. Jurisdictions in the Study Area are shown in Table 16, and they are in three counties, Los Angeles, Orange, and San Bernardino. Therefore, as with the Approved Project, the Modified Project would not adversely impact the projected jobs-housing balance, and impacts would not be greater than the 2004 IBC EIR.

Table 18 Jobs-Housing Ratios per SCAG Connect SoCal

	2016			2045		
	Employment	Housing[1]	Jobs-housing	Employment	Housing[1]	Jobs-housing
Study Area	994,700	618,660	1.61	1,186,200	742,980	1.60
Approved Project				5,465	0	n/a
Modified Project	n/a	n/a	n/a	3,405	0	n/a
Study Area Plus Modified Project	n/a	n/a	n/a	1,189,605	742,980	1.60
Los Angeles County	4,743,000	3,484,950	1.36	5,382,000	4,324,950	1.24
Orange County	1,710,000	1,076,250	1.59	1,980,000	1,211,700	1.63
San Bernardino County	791,000	661,500	1.20	1,064,000	918,750	1.16

Source: SCAG 2020b.
[1] Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent.

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

No Impact. The 2004 IBC EIR did not identify any housing in the project site. Implementation of the Modified Project would not displace any existing people or housing, thereby necessitating the construction of replacement housing elsewhere. No impact would occur.

5.14.3 Adopted Mitigation Measures Applicable to the Modified Project

There were no mitigation measures related to population and housing in the 2004 IBC EIR.

5.14.4 Level of Significance After Mitigation

Not applicable.

5.15 PUBLIC SERVICES

5.15.1 Summary of Previous Environmental Analysis

Fire Service

The 2004 IBC EIR concluded that the Approved Project would generate additional demand for fire protection services due to the size of the Approved Project and the distance to fire stations, and additional manpower,

equipment, and facilities would be needed to serve the proposed plan of development. However, the Approved Project would comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and hydrants. Therefore, the number and location of fire hydrants and supporting water mains, as well as final driveway and roadway design in the project site, would be determined and approved by LACoFD. And the sprinkler systems, fire alarms, portable fire extinguishers, fire-hose reels, and other fire protection methods would also be installed as required by the LACoFD. Additionally, a new future fire station location was identified within the project site, and a mitigation measure was provided to require payment of all applicable fire facility fees required by the LACoFD. With implementation of existing regulations and standard conditions, and mitigation measure MM 5.12-1, it was determined that fire protection impacts would be less than significant.

The 2004 IBC EIR indicated that temporary delays on the area roadways were expected during construction, which might increase in the response times for fire and emergency services temporarily. However, these impacts would only occur during certain construction activities and would be mitigated by an emergency access plan and development plans that would be reviewed by the LACoFD prior to any site preparation, grading, or construction.

Police

The 2004 IBC EIR determined that implementation of the Approved Project would generate additional demand for police protection services due to the size of the Approved Project, and additional manpower, equipment, and facilities would be needed to serve the proposed development. Project-related construction could also delay police response times. However, payment of all applicable police facility fees was found to mitigate the impact to less than significant.

Schools

The 2004 IBC EIR concluded that the Approved Project would provide new job opportunities for existing residents of the San Gabriel Valley, and no new resident growth would occur within the City. Workers within the project site who reside in other school districts may also petition Pomona Unified School District (PUSD) or Walnut Valley Unified School District (WVUSD) to enroll their children in those districts' schools. However, the districts are not required to accept such students if area schools are overcrowded. The impact from such transfers can be managed by PUSD and/or WVUSD.

Government Code Section 65995 to 65998establishes an allowable school impact fee, which may be assessed upon commercial and industrial development. Payment of school impact fees are considered sufficient to mitigate any potential impacts to schools that may occur in the two affected Districts.

Parks

The 2004 IBC EIR concluded that the Approved Project was not anticipated to generate substantial new growth in the area, although some new residents could be attracted by job generation. Employee generation associated with the plan would indirectly affect demand for park and recreational services in nearby communities and/or in communities where employees reside. However, development of other related projects in the cities of Diamond Bar, Walnut, and Pomona would pay Quimby Act fees as appropriate for their respective jurisdictions

to offset demand for parks. Each municipality would be expected to accommodate park and recreational facility and service needs through their respective community planning processes.

5.15.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?				X	
b) Police protection?				X	
c) Schools?				X	
d) Parks?				X	
e) Other public facilities?				X	

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

a) Fire protection?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would increase the total building area to be constructed in the project site from 4,779,000 square feet of various commercial, office, and industrial uses to 5,106,820 square feet of industrial, an increase of 327,820 square feet. As with the Approved Project, the Modified Project is required to pay applicable fire facilities fees and comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and hydrants (MM 5.12-1). All site plans and building plans would be reviewed and approved by LACoFD. The 2004 IBC EIR included a proposed fire station site at the corner of Grand Avenue and Baker Parkway. However, the proposed fire station site was relocated to the southeast corner of Grand Avenue and Garcia Lane as part of the Industry East Project, approximately 0.4 miles to the north. In exchange, an industrial

use previously included in the Industry East Project EIR was relocated to the proposed fire station site. It should be noted that while the 2004 IBC EIR included a proposed fire station site within the project site, the actual development of a fire station in the project site or elsewhere in the City was not planned by the City at any point. The proposed changes to the Approved Project would not result in greater fire protection services impacts compared to the Approved Project. Therefore, impacts would be less than significant.

b) Police protection?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would increase the total building area to be constructed in the project site from 4,779,000 square feet of various commercial, office, and industrial uses to 5,106,820 square feet of all industrial uses, an increase of 327,820 square feet. As with the Approved Project, the Modified Project is required to pay applicable police facilities fees required by the LASD and comply with an emergency access plan approved by LASD (MM 5.12-2). Compared to commercial and office uses, industrial uses are not anticipated to generate greater police protection services demands, as their design is less likely to block straight line-of-sight for surveillance, and entry into the buildings would likely be restricted to authorized personnel. Therefore, impacts would not be greater than the Approved Project. There are no changes or new information requiring preparation of an EIR.

c) Schools?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project would not directly increase the student population. Furthermore, the Modified Project would result in fewer job opportunities compared to the Approved Project, and therefore less impacts to schools than the Approved Project. Additionally, as with the Approved Project, the Modified Project would be required to pay school impact fees pursuant to SB 50 to reduce impacts to the school system. School districts collect these fees at the time of issuance of building permits. The State legislature has found that funding program established by SB 50 constitutes "full and complete mitigation of the impacts" on the provision of adequate school facilities (Gov't Code Sec. 65995(h)). SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to demand mitigation of a project's impacts on school facilities in excess of fees in Education Code 17620. Therefore, project-related impacts to school facilities would be less than significant. There are no changes or new information requiring preparation of an EIR.

d) Parks?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As discussed in Section 5.14, *Population and Housing*, section of the Addendum, the Modified Project would result in fewer jobs compared to the Approved Project. Additionally, because the counties of Los Angeles, San Bernardino, and Orange are experiencing higher unemployment than analyzed in the 2004 IBC EIR, the Modified Project is even less likely to increase population growth in the area to create parks demands compared to the Approved Project. The existing residents in Los Angeles, San Bernardino, Riverside, and Orange counties are likely to take the jobs created by the Modified Project. As with the Approved Project, if growth occurs in surrounding communities, such as the cities of Diamond Bar, Walnut, and Pomona, each municipality would

be expected to accommodate park and recreational facility and service needs through their respective community planning processes, and also required to pay Quimby Act fees as appropriate to offset demand for parks. Therefore, the Modified Project is anticipated to result in less indirect impact to parks than the Approved Project. There are no changes or new information requiring preparation of an EIR.

e) Other public facilities?

No Impact. Demand for library services is generated by the population within a library's service area. As with the Approved Project, the Modified Project would not directly increase population in the project site and would not create demand for libraries. No impact would occur.

5.15.3 Applicable Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each mitigation measure has been evaluated.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Mitigation Measures	
MM 5.12-1	The project applicant shall be instructed to pay all applicable fire facility fees required by the Los Angeles County Fire Department.	Applicable.
MM 5.12-2	The project applicant shall be instructed to pay all applicable police facility fees required by the Los Angeles County Sheriff's Department.	Applicable.

5.15.4 Level of Significance After Mitigation

With implementation of these mitigation measures, impacts of the Modified Project would not be greater than those identified in the 2004 IBC EIR.

5.16 RECREATION

5.16.1 Summary of Previous Environmental Analysis

The 2004 IBC EIR indicated that the Approved Project was not anticipated to generate substantial new growth in the area, although some new residents could be attracted by job generation. It was not possible, however, to determine where new residents would choose to relocate in the surrounding region. Although employee generation associated with the plan would indirectly affect demand for park and recreational services in nearby communities and/or in communities where employees reside, development of other related projects in the cities of Diamond Bar, Walnut, and Pomona would pay Quimby Act fees as appropriate for their respective jurisdictions to offset demand for parks. Therefore, the 2004 IBC EIR concluded that recreation impact would be less than significant.

5.16.2 Impacts Associated with the Modified Project

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project would not construct any residential units that could directly result in population growth in the area that could increase the use of existing neighborhood and regional parks or other recreation facilities. Eliminating the commercial and office uses and developing all industrial land uses would not increase the use of recreational facilities in the area. As stated in Section 5.14, *Population and Housing*, the Modified Project would create fewer jobs compared to the Approved Project; therefore, impacts to surrounding areas would be less than significant.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project does not involve construction of recreational facilities that might have an adverse physical effect on the environment. As discussed in Section 5.14, *Population and Housing*, jobs created by the Modified Project could be fulfilled by existing residents in surrounding communities and unlikely to attract new residents into the project site to require construction or expansion of recreational facilities. Eliminating the commercial and office uses and developing all industrial land uses would not increase the demands for new or expanded recreational facilities to cause physical environmental impact. Therefore, impacts would be less than significant.

5.16.3 Adopted Mitigation Measures Applicable to the Modified Project

There are no applicable mitigation measures related to recreation in the 2004 IBC EIR.

5.16.4 Level of Significance After Mitigation

Not applicable.

5.17 TRANSPORTATION/TRAFFIC

5.17.1 Summary of Previous Environmental Analysis

Level of Service Impact

The 2004 IBC EIR concluded that the Approved Project was expected to cause significant traffic impacts during the AM and/or PM peak hour at 51 of the 87 key intersections studied, and less than significant impacts at 36 of the 87 key study intersections in the areawide year 2015 cumulative plus project scenario. It projected that the Approved Project would cause significant traffic impacts during the AM and/or PM peak hour at 56 key study intersections, and less than significant impact at 31 intersections in the areawide year 2025 cumulative plus project scenario. The 2004 IBC EIR also concluded that the Approved Project would result in significant level of service impacts to 14 of the 22 key segments and 3 of the 5 freeway main-line segments under the Year 2015 conditions and the Year 2025 scenarios. Although the 2004 IBC EIR identified traffic improvements as mitigation measures to achieve satisfactory LOS, because some improvements were outside the jurisdiction of the City and would require the cooperation and funding of other agencies, including but not limited to Caltrans, County of Los Angeles and Cities of Diamond Bar, Pomona, West Covina, and Walnut, traffic impacts to intersections, roadway segments, and freeway main-lines were determined to be significant and unavoidable adverse impacts.

The 2004 IBC concluded that development plans would be submitted to the City by individual project applicants to show the internal circulation system, including ingress and egress; that these plans would be reviewed by the City Engineer and the Fire Department to eliminate any potential hazards due to a design feature; and that they must be approved before building permits were issued. The 2004 IBC EIR also stated that the City or subsequent project applicant would be responsible for the installation of traffic signals at future project intersections as traffic increases and warrants were met at those intersections as part of mitigation. Therefore, design-related traffic impacts were determined to be less than significant.

Emergency Access

The 2004 IBC EIR stated that the LACoFD and the LASD would provide emergency response to the City and the IBC project site, and concluded that mitigation measures would be required to reduce impacts related to emergency access to a less than significant level.

5.17.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d) Result in inadequate emergency access?				X	

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. A trip generation table was prepared for the Approved Project and the Modified Project as shown in Table 19. Table 19 summarizes allowed building areas in the east and west sides of the IBC project site for the Approved Project and the Modified Project. As shown, the Approved Project included a total of 4,779,000 square feet of building area that resulted in total daily trips of 60,768. The trip generation calculation for the Modified Project is based on a total building area of 5,106,820 square feet, which resulted in total daily trips of 26,607, a net reduction of 34,161 trips compared to the Approved Project. The Modified Project would increase the total AM peak trips by 44 trips, from 3,735 trips to 3,779 trips, and decrease the total PM peak trips by 2,070 trips, from 5,442 PM peak trips to 3,370 trips. Therefore, the Modified Project would generate substantially fewer overall vehicle trips compared to the Approved Project. While automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to Senate Bill 743, the project applicant has committed to provide traffic improvements as identified in Mitigation Measure 5.14-1 based on the 2004 IBC EIR. Therefore, although mitigation measures incorporated to reduce LOS impacts are no longer applicable CEQA mitigation, Mitigation Measure 5.14-1 has been incorporated in the Addendum. Additionally, as with the Approved Project, the Modified Project would comply with the City's congestion management program (Chapter 17.68 of the City's Municipal Code (Congestion Management Program), which requires project applicants to provide information on transportation demand and apply appropriate trip reduction measures as part of the approval process for building permits. Therefore, the Modified Project would not conflict with any program, plan, ordinance, or

policy addressing the circulation system than already analyzed in the 2004 IBC EIR. Impacts would be less than significant, and no changes or new information requiring preparation of an EIR would occur.

Table 19 Trip Generation Comparison

		Trip Generation[1]						
			AM Peak Hour			PM Peak Hour		
Land Use	Land Use	Daily	In	Out	Total	In	Out	Total
Light Industrial	ITE Code 110	4.96	0.62	0.08	0.70	0.08	0.55	0.63
Passenger		4.71	0.58	0.08	0.66	0.08	0.52	0.60
Truck		0.25	0.04	0.0	0.04	0.0	0.03	0.03
Modified Project	5,106,820 SF							
Passenger		24,053	2,962	409	3,370	409	2,656	3,064
Truck (2 PCE)		2,554	409	-	409	-	306	306
Modified Project Total		26,607	3,371	409	3,779	409	2,962	3,370
Approved Project	4,779,000 SF	60,768	2,796	939	3,735	1,953	3,489	5,442
Net Change		-34,161	575	-530	44	-1,544	-527	-2,070

[1] Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Natural Resources Agency revised Appendix G of the CEQA Guidelines to include a checklist item relating to vehicle miles traveled (VMT) in December 2018. The 2004 IBC EIR was certified before the VMT checklist topic was added to the CEQA Guidelines, and therefore do not include discussion related to VMT. However, a summary of the weekday VMT for the Approved Project and Modified Project was calculated based on trip generation for passenger vehicles and trucks, as shown in Table 20. The daily VMT is based on the average trip distance for passenger vehicles and trucks. Passenger vehicle trip length was provided by LLG Engineers and is based on the average trip length in the SCAG region and travel demand model for year 2020 of 9.9 miles. The truck trip length is based on data compiled by the California Air Resources Board, which identified an average truck trip length of 33.2 miles for transloading and distribution trucks in southern California.

Table 20 Approved Project and Modified Project Weekday VMT Comparison

Land Use	Approved Project	Modified Project	Net Change
Passenger Vehicles			
Office and Business Park	268,856	0	-268,856
Commercial	86,161	0	-86,161
Automobile Care Center	131,515	0	-131,515
Light Industrial	9,471	238,126	228,655
Trucks			
Light Industrial	28,452	42,387	13,935
Net Total	524,455	280,513	-243,942

As shown in Table 20, the total VMT under the Modified Project would be 280,513, a decrease of 243,942 compared to the Approved Project. Therefore, VMT impacts from the Modified Project would be less than the Approved Project, and the preparation of an EIR is not required.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project would reduce the overall vehicle trips within the IBC project site and would not substantially change the approved circulation system. Additionally, as with the Approved Project, development plans under the Modified Project would be submitted to the City by individual project applicants to show ingress and egress from the building area, and the plans will be reviewed by the City Engineer and the Fire Department prior to issuance of building permits. Municipal Code Chapter 17.36.040, Design Review, requires project applicants to submit a development plan for review that must contain a site plan showing, among other things, off-street parking and loading; dimensions of parking area and loading facilities; internal circulation pattern; access and circulation; and pedestrian, vehicular, and service's points of ingress and egress. The 2004 IBC EIR also incorporated MM 5.14-2, which required installation of traffic signals at future traffic intersections as traffic increased and warrants were met. Therefore, required plan reviews and installation of traffic signals would ensure that any potential hazards due to a design feature would be reduced to a less than significant level. Furthermore, there are no incompatible uses within the IBC project site because the warehousing and distribution, manufacturing and assembly, and light industrial uses are allowed in the Industrial zone. The Modified Project would not create additional impact than already analyzed in the 2004 IBC EIR. No changes or new information requiring preparation of an EIR would occur.

d) Result in inadequate emergency access?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Los Angeles County Fire Department and the County Sheriff's Department would provide emergency response to the IBC project site via Grand Avenue. Industry Way off Grand Avenue would loop around Building Area 2 to provide two access points for the east side (PM 352), and Marcellin Drive and Grand Crossing Parkway from Grand Avenue would provide access to the west side (PM 353). As with the Approved Project, individual projects would be required to submit development plans, which must be approved by the City Engineer and LACoFD to insure adequate emergency access. PDF 5.6-5 in Section 5.9, *Hazards and Hazardous Materials*, requires internal circulation to be reviewed on a case-by-case basis with the fire department, the City, and other appropriate public officials for conformity with adopted emergency plans. Furthermore, the Modified Project would result in fewer vehicle trips, and all roadways and internal circulation access would be designed and constructed in accordance with all applicable City design standards for emergency access (e.g., minimum lane width and turning radius). Therefore, the Modified Project would not result in inadequate emergency access during operation.

The 2004 IBC EIR stated that construction within the project site would occur in stages and could hinder emergency vehicles in and around the IBC project site as development of individual sites occurred. Therefore, mitigation measures were provided to reduce impacts to construction-related impacts to emergency access. MM

5.14-4 requires streets, where streets have no alternative access, to always remain open to accommodate emergency access and remain open after construction each day for vehicle access. And MM 5.14-5 requires contractors to inform police/fire/ambulance services on a weekly basis as to the exact location of construction activities and equipment staging areas. These mitigation measures would be applicable to the Modified Project, and impacts would be less than significant. There are no changes or new information requiring preparation of an EIR.

5.17.3 Adopted Mitigation Measures Applicable to the Modified Project

The following mitigation measures were identified in the 2004 IBC EIR, and applicability of each mitigation measure has been evaluated. The mitigation measures have been modified where appropriate to reflect the Modified Project. The revisions are identified in ~~strikethrough~~ for deletion and <u>underline</u> for addition.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Mitigation Measures	
MM 5.14-1	The City of Industry shall work cooperatively with responsible agencies, including Caltrans, County of Los Angeles and the Cities of Diamond Bar, Pomona, Walnut and West Covina and other appropriate agencies to implement the following or equivalent traffic improvements. Implementation of these improvements would achieve satisfactory levels of service as defined by the thresholds of significance, performance standards and the Los Angeles County Congestion Management Program. The City of Industry shall be responsible for providing mitigation funding for traffic improvements to other impacted jurisdictions at the fair share level indicated for 2015 area wide mitigation listed below by establishing an escrow account with a minimum amount of $5,000,000.00 prior to the occupancy of the first building. Cost estimates for the improvements shall be calculated at the time requests for improvements are presented to the City from surrounding jurisdictions and funds shall be paid when construction commences. The escrow account shall be maintained at the minimum funding level until the project has reached maximum build-out and area-wide traffic improvements (or equivalent) for Year 2015 have been completed. The City of Industry shall fully fund and build the traffic improvements to the Grand Avenue and SR57/60 Interchange as indicated in 2015 mitigation measures. The City shall fully fund the cost of preparing any necessary Project Study Report/Project Report and associated environmental documentation for the interchange improvements and complete design drawings per Caltrans specifications prior to the first occupancy of any building in the Industry Business Center. Construction of the improvements shall commence when the total traffic volume from project intersections on Grand Avenue reaches 2,000 PM peak hour trips (in and out) or the traffic volume at Intersection #56 reaches 7,500 PM peak hour trips (in and out), which is determined to be the threshold volume where level of service would be near unacceptable. 1) Intersection (2) Grand Avenue @ I-10 EB Ramps (CMP) • Year 2025 – Project-Related: Restripe the SB approach to provide an exclusive right-turn lane. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 2) Intersection (3) Grand Avenue @ Holt Avenue (WC) • Year 2015 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane by modifying the SB approach (removing island & on-street parking) and departure. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 75.8%.	Applicable. Pursuant to SB 743, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. Consequently, mitigation measures incorporated to reduce LOS impacts are no longer applicable CEQA mitigation. However, the project applicant will be providing the identified traffic improvements.

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2025 – Area-Wide: Same as project-related mitigation measures. 3) Intersection (4) Grand Avenue @ Cameron Avenue (LAC) • Year 2015 – Project-Related: Restripe the EB approach to provide a 2nd right-turn lane. • Year 2025 – Project-Related: Same as Year 2015, plus restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure. • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus restripe the SB approach and departure to provide a 3rd through lane. Fair Share: 12.8%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 4) Intersection (5) Grand Avenue @ Shadow Mountain Road-College Vista Avenue (W) • Year 2015 – Project-Related: Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median and remove the bike lane on the north and south legs of the intersection. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 71.4%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 5) Intersection (6) Grand Avenue @ Mountaineer Road (W) • Year 2015 – Project-Related: Widen the NB and SB approaches and departures to provide a 3rd through lane. Remove the bike lane. (Additional ROW (6 feet) may be required from the existing landscaping on the east side of Grand). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 68.4%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 6) Intersection (7) Grand Avenue @ San Jose Hills Road (W) • Year 2015 – Project-Related: Widen the SB and EB approaches to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing landscaping and parking lot on the west side of Grand. Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south of San Jose Hills). • Year 2025 – Project-Related: Same as Year 2015, plus widen the WB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required from the existing landscaping and parking lot on the north side of San Jose Hills). • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 13.3%. • Year 2025 – Area-Wide: Same as Year 2015, plus widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south side of San Jose Hills). 7) Intersection (8) Nogales Street @ Amar Road (WC/W) • Year 2015 – Project-Related: Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median. • Year 2025 – Project-Related: Same as Year 2015, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Widen the EB approach to provide a 3rd through lane. Remove the bike lane on the EB departure. (Additional ROW (11 feet) may be required from the existing landscaping on the south side of Amar).	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2015 – Area-Wide: Same as project-related mitigation measures, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Fair Share: 89.9%. • Year 2025 – Area-Wide: Restripe the WB approach to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane, remove the bike lane, and modify the median. Widen the EB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping on the south side of Amar). Remove the bike lane on the EB departure. Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median. 8) Intersection (9) Lemon Avenue @ Amar Road (W) • Year 2025 – Project-Related: Restripe the EB approach to provide an exclusive right-turn lane. Remove the bike lane. • Year 2025 – Area-Wide: Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd right-turn lane. 9) Intersection (10) Grand Avenue @ Temple Avenue (W) • Year 2015 – Project-Related: Widen the SB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing gas station on the west side of Grand). • Year 2025 – Project-Related: Widen all legs of the intersection to provide a 4th through lane on the NB and SB approaches, and a 3rd through lane on the EB and WB approaches. (Additional ROW (11 feet) may be required from the existing gas station on the west side of Grand. Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet)). • Year 2015 – Area-Wide: Widen the SB approach to provide 2 left-turn lanes, 3 through lanes, and 1 shared through/right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the west of Grand). Widen the EB and WB approaches and departures to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet). Fair Share: 12.4%. • Year 2025 – Area-Wide: Same as project-related mitigation measures, plus widen the WB approach and departure to provide a 4th through lane. (Additional ROW (11 feet) may be required from the existing landscaping and gas station on the north side of Temple). 10) Intersection (11) Valley Boulevard @ Temple Avenue (P) • Year 2015 – Project-Related: Restripe the NB and SB approaches to provide a 3rd through lane in each direction, and remove on-street parking. • Year 2025 – Project-Related: Convert the WB right-turn lane to a shared through/right-turn lane. Widen the WB departure to receive the 4th through lane. Modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 free-flow right-turn lane. (Additional ROW (23 feet) may be required on the north side of Temple). • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane, and widen the SB approach to provide a 4th through lane. Widen the WB approach to provide a 2nd left-turn lane and a 4th through lane. Widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (11 feet) may be required on the west side and east side of Valley (total ROW required is 22 feet). Additional ROW (22 feet) may be required on the north side of Temple. Additional ROW (11 feet) may be required from the existing multi-family residential on the south side of Temple). Fair Share 6.1% (Sunset Crossing closed Alternative 6.3%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 11) Intersection (12) Pomona Boulevard @ Temple Avenue (P)	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2015 – Project-Related: Widen the NB approach to provide an exclusive right-turn lane. Widen the SB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (9 feet) may be required on the existing landscaping and parking lot on the east side of Pomona. Additional ROW (16 feet) may be required from existing landscaping and fast-food drive-thru on the west side of Pomona). • Year 2025 – Project-Related: Widen the EB approach and departure to provide a 4th through lane. (Additional ROW (9 feet) may be required from the existing landscaping and parking lot on the south side of Temple). • Year 2015 – Area-Wide: Widen the NB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd through lane. (Additional ROW (9 feet) may be required on the east side of Pomona. Additional ROW (9 feet) may be required from the existing landscaping and parking lot on the south side of Temple. Fair Share: 40.7% (Sunset Crossing closed Alternative 40.3%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 12) Intersection (13) Valley Boulevard @ Pomona Boulevard (P) • Year 2025 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking. • Year 2025 – Area-Wide: Same as project-related mitigation measures. Alternative mitigation with Sunset Crossing closed to through traffic: • Year 2015 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 68.7%. • Year 2025 – Project Related: None • Year 2025 – Area-Wide: None 13) Intersection (14) SR-57 SB Ramps @ Temple Avenue (CMP) • Year 2015 – Project-Related: Widen the EB approach and departure to provide a 4th through lane. (Additional ROW (7 feet) may be required from the existing parking lot and gas station on the south side of Temple). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 8.0% (Sunset Crossing closed Alternative 7.9%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 14) Intersection (16) Diamond Bar Boulevard- Mission Boulevard @ Temple Avenue (P/DB) • Year 2025 – Project-Related: Widen the EB and WB approaches to provide an exclusive right-turn lane. (Additional ROW (6 feet) may be required from the existing landscaping and wall on the south side of Temple. Additional ROW (8 feet) may be required from the existing landscaping on the north side of Temple). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 15) Intersection (17) Grand Avenue @ Snow Creek Drive (W) • Year 2015 – Project-Related: Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median. Remove the bike lane. Fair Share: 64.9%. • Year 2015 – Area-Wide: Same as project-related mitigation measures. 16) Intersection (19) Grand Avenue @ La Puente Road (W) • Year 2015 – Project-Related: Restripe the NB approach to provide a 3rd through lane, and remove the bike lane. Widen the SB approach to provide a 3rd through lane. (Additional ROW (6 feet) may be required from the existing landscaping on the west side of Grand).	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2025 – Project-Related: Widen the SB approach and departure to provide a 4th through lane. (Additional ROW (6 feet) may be required from the existing landscaping on the west side of Grand). • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane, and modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the SB departure. (Additional ROW (10 feet) may be required on the east side of Grand. Additional ROW (11 feet) may be required on the west side of Grand). Fair Share: 69.2%. • Year 2025 – Area-Wide: Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the SB approach and departure to provide a 2nd left-turn lane, a 4th through lane, and an exclusive right-turn lane. (Additional ROW (21 feet) may be required on the east side of Grand. Additional ROW (32 feet) may be required on the west side of Grand). 17) Intersection (21) Fairway Drive-Camino De Teodoro @ Valley Boulevard (W/I) • Year 2015 – Project-Related: Widen the EB approach and departure to provide a 4th through lane. Widen the NB approach to provide two left-turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). • Year 2025 – Project-Related: Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane. Widen the NB approach to provide two left- turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 54.8% (Sunset Crossing closed Alternative 55.7%). • Year 2025 – Area-Wide: Widen the EB approach and departure to provide a 4th through lane. Widen the NB approach to provide two left- turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). 18) Intersection (22) Lemon Avenue @ Valley Boulevard (W/I) • Year 2015 – Project-Related: Convert the NB right-turn lane to a shared through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Widen the EB approach and departure to provide a 2nd left-turn lane and 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of Valley. Additional ROW (21 feet) may be required on the south side of Valley). • Year 2025 – Project-Related: Convert the NB right-turn lane to a shared through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Modify the EB approach to provide 2 left- turn lanes, 2 through lanes, and 1 shared through/right-turn lane. Widen the EB departure to receive the 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of Valley. Additional ROW (11 feet) may be required on the south side of Valley). • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 61.5% (Sunset Crossing closed Alternative 62.2%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 19) Intersection (23) Pierre Road @ Valley Boulevard (W) • Year 2015 – Project-Related: Restripe the SB approach to provide a 2nd left-turn lane, and modify the median. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures.	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2025 – Area-Wide: Same as Year 2015, plus restripe the EB approach to provide a 2nd left-turn lane, and reduce the WB departure by 4 feet. 20) Intersection (25) Grand Avenue @ Valley Boulevard (W/I) • Year 2015 – Project-Related: Convert the WB right-turn lane to a shared through/right-turn lane. Widen WB departure to receive the 4th through lane. Widen the EB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. (Additional ROW (11 feet) may be required from the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (22 feet) may be required on the west side of Grand). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures, with the exception of the NB approach and departure. Widen the NB approach and departure to provide 3 left-turn lanes, 4 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the side of Grand). Fair Share 22.6% (Sunset Crossing closed Alternative 23.9%) • Year 2025 – Area-Wide: Same as Year 2015, plus widen the EB approach and departure to provide 3 left-turn lanes, 5 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the south side of Valley). 21) Intersection (26) Chaparral Drive-Prospector Drive @ Sunset Crossing Road (DB) • Year 2015 – Project-Related: Restripe the WB approach to provide an exclusive left-turn lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 100%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. Alternative mitigation with sunset Crossing closed to through traffic: • Year 2015 – Project Related: None • Year 2025 – Project Related: None • Year 2015 – Area-Wide: None • Year 2025 – Area-Wide: None 22) Intersection (27) SR-57 SB Ramps @ Sunset Crossing Road (CMP) • Year 2015 – Project-Related: Install traffic signal. • Year 2025 – Project-Related: Install traffic signal. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 27.7% (Sunset Crossing closed Alternative 5.7%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 23) Intersection (28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP) • Year 2015 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share 64.5%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. Alternative mitigation with Sunset Crossing closed to through traffic: • Year 2015 – Project Related: None • Year 2025 – Project Related: Restripe the SB approach and departure to provide a 3rd through lane. Remove bike lane on the NB departure. • Year 2015 – Area-Wide: None • Year 2025 – Area-Wide: Same as project related mitigation measures. 24) Intersection (29) Diamond Bar Boulevard @ Sunset Crossing Road (DB)	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing). Fair Share: 70.8%. • Year 2025 – Area-Wide: Same as Year 2015. Alternative mitigation with Sunset Crossing closed to through traffic: • Year 2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 49.5%. • Year 2025 – Area-Wide: Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing). 25) Intersection (30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP) • Year 2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane, and remove the bike lane. • Year 2025 – Project-Related: Same as Year 2015, plus widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the north side of the SR-60 WB off-ramp). • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 63.4%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. Alternative mitigation with Sunset Crossing closed to through traffic: • Year 2015 – Project Related: None • Year 2025 – Project Related: Restripe the NB approach and departure to provide a 3rd through lane, and remove bike lane. Widen the WB approach to provide a 2nd right-turn lane. Additional ROW (11 feet) is required on the north side of the SR-60 WB off-ramp. • Year 2015 – Area-Wide: None • Year 2025 – Area-Wide: Same as project related mitigation measures. 26) Intersection (31) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP) • Year 2015 – Project-Related: Restripe the SB approach to provide a 2nd left-turn lane and remove the bike lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 60.6% (Sunset Crossing closed Alternative 60.2%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 27) Intersection (32) Diamond Bar Boulevard @ Gentle Springs Lane- Palomino Drive (DB) • Year 2025 – Project-Related: Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 28) Intersection (34) Diamond Bar Boulevard @ Golden Springs Drive (DB) • Year 2015 – Project-Related: Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen the WB approach to provide an exclusive right-turn lane. Widen on the EB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (7 feet) may be required from the existing gas station on the north side of Golden Springs. Additional	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	ROW (15 feet) may be required from the existing middle school on the south side of Golden Springs). • Year 2025 – Project-Related: Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen on the EB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (15 feet) may be required from the existing middle school on the south side of Golden Springs). • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus widen the SB approach to provide a 2nd right-turn lane. (Additional ROW (9 feet) may be required from the existing landscaping on the west side of Diamond Bar). Fair Share: 10.4% (Sunset Crossing closed Alternative 12.2%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 29) Intersection (42) Brea Canyon Road @ Cheryl Lane/Grand Crossing (I) • Year 2015 – Project-Related: Convert the NB right-turn lane to a free-flow right-turn lane. Widen the EB departure to receive the NB free-flow right- turn lane. Widen the SB approach to provide a 2nd left-turn lane. Widen the WB to provide 3rd left-turn lane. Widen the SB departure to receive the 3rd WB left-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (10 feet) may be required from the existing parking lot on the west side of Brea Canyon. Additional ROW (10 feet) may be required from the north side of Cheryl. Additional ROW (11 feet) may be required from the south side of Cheryl). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 59.3% (Sunset Crossing closed Alternative 59.5%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 30) Intersection (43) Brea Canyon Road @ Currier Road (I) • Year 2015 – Project-Related: Restripe the WB approach to provide an exclusive right-turn lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 54.6% (Sunset Crossing closed Alternative 54.9%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 31) Intersection (44) Brea Canyon Road @ Washington Street (DB) • Year 2015 – Project-Related: Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to receive the 3rd through lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 44.2% (Sunset Crossing closed Alternative 44.6%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 32) Intersection (45) Brea Canyon Road @ Lycoming Street (DB) • Year 2015 – Project-Related: Convert the SB right-turn lane to a shared through/right-turn lane. Widen the SB departure to receive the 4th through lane. (Additional ROW (11 feet) may be required from the existing landscaping on the west side of Brea Canyon). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 33) Intersection (46) Brea Canyon Road @ SR-60 WB Ramps (CMP) • Year 2015 – Project-Related: Widen the NB approach and departure to provide a 3rd through lane. (Additional ROW (11 feet) may be required on the east side of the SR-60 WB ramps). • Year 2025 – Project-Related: Same as Year 2015.	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 52.7% (Sunset Crossing closed Alternative 53.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 34) Intersection (47) Nogales Street @ Colima Road (LAC) • Year 2015 – Project-Related: Restripe the NB approach to provide a 2nd left-turn lane. • Year 2025 – Project-Related: Same as Year 2015, with the exception of the EB approach, which should widened to provide 2 left-turn lanes, 2 through lanes, and an exclusive right-turn lane. (Additional ROW (10 feet) may be required from the south side of Colima). • Year 2015 – Area-Wide: Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to provide a 3rd left-turn lane. Widen the EB approach and departure to provide a 3rd through lane. Widen the WB approach and departure to provide a 4th through lane. (Additional ROW (2 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (10 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima). Fair Share: 2.3%. • Year 2025 – Area-Wide: Widen the NB approach and departure to provide a 2nd left-turn lane, 3rd through lane, and 1 right-turn lane. Widen the SB approach to provide a 3rd left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the WB approach and departure to provide a 4th through lane. Widen the EB approach and departure to provide a 3rd through lane and 1 right-turn lane. (Additional ROW (13 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (21 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima). 35) Intersection (48) Fairway Drive-Brea Canyon Road Cutoff @ Colima Road (LAC) • Year 2015 – Area-Wide: Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the WB approach to provide an exclusive right-turn lane. Modify the median on the NB, SB, and WB approaches. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (4 feet) may be required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima). • Year 2025 – Area-Wide: Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to and departure to provide a 2nd left-turn lane, a 3rd through lane, and 1 right-turn lane. Widen the WB approach to provide an exclusive right- turn lane. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea. Additional ROW (15 feet) may be required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima). 36) Intersection (50) Lemon Avenue @ Golden Springs Drive (DB) • Year 2025 – Project-Related: Convert WB right-turn lane to a shared through/right-turn lane, and remove the bike lane. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 37) Intersection (52) SR-60 EB Ramps @ Golden Springs Drive (CMP) • Year 2025 – Project-Related: Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane.	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Additional ROW (11 feet) may be required from the existing parking lot on the south side of Golden Springs. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 38) Intersection (53) Brea Canyon Road @ Golden Springs Drive (DB) • Year 2015 – Project-Related: Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd left-turn lane and an exclusive right-turn lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs. • Year 2025 – Project-Related: Widen the NB approach and departure to provide a 3rd through lane. Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the existing gas station on the east side of Brea Canyon. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (11 feet) may be required from the existing landscaping on the south side of Golden Springs). • Year 2015 – Area-Wide: Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach and departure to provide a 3rd left-turn lane and 3rd through lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs). Fair Share: 10.6 % (Sunset Crossing closed Alternative 10.2%). • Year 2025 – Area-Wide: Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach and departure to provide a 3rd through lane and an exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (22 feet) may be required from the existing landscaping on the south side of Golden Springs). 39) Intersection (55) Grand Avenue @ Ferrero Parkway (I) • Year 2015 – Project-Related: Restripe the WB and EB approaches, and widen the NB and SB departures to provide a free-flow right-turn lane on the WB and EB approaches. (Additional ROW (11 feet) may be required on each side of Grand (total ROW of 22 feet)). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 50.0% (Sunset Crossing closed Alternative 52.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 40) Intersection (56) Grand Avenue @ SR-60 WB Ramps (CMP) • Year 2015 – Project-Related: Convert the NB right-turn lane to provide a 4th through lane. Widen the NB departure to receive the 4th through lane. Widen the NB approach to provide a 2nd left- turn lane. Convert the SB right-turn lane to provide a 4th through lane. Widen the SB departure to receive the 4th through lane. Widen the WB approach to provide a 3rd left- turn lane. Widen the EB approach to provide a 2nd left-turn lane and a free-flow right-turn lane. Widen the SB departure further to accommodate the EB free-flow right-turn lane. (Additional ROW (21 feet) may be required on the east side of Grand. Additional ROW (22 feet) may be required on the west side of Grand. Additional ROW (10 feet) may be required on the north side of the SR-60 WB ramps. Additional ROW (21 feet) may be required on the south side of Old Brea Canyon/Grand Crossing). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 56.0% (Sunset Crossing closed Alternative 60.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures.	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	41) Intersection (57) Grand Avenue @ SR-60 EB Ramps (CMP) • Year 2015 – Project-Related: Widen the SB approach to pro- vide a 3rd left-turn lane. Widen the EB departure to receive the 3rd SB left-turn lane. (Additional ROW (11 feet) may be required on the SR-60 EB on-ramp). • Year 2025 – Project-Related: Same as Year 2015, plus restripe the EB approach to provide 3 left-turn lanes and 1 right-turn lane. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 24.0% (Sunset Crossing closed Alternative 27.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 42) Intersection (60) Grand Avenue @ Golden Springs Drive (DB) • Year 2015 – Project-Related: Widen the NB approach and departure to provide a 4th through lane and exclusive right-turn lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach to provide two right-turn lanes. Widen the EB approach to provide a 2nd right-turn lane. (Additional ROW (22 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) may be required from the existing parking lot on the north side of Golden Springs. Additional ROW (11 feet) may be required from the existing landscaping on the south side of Golden Springs). • Year 2025 – Project-Related: Widen the NB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach and departure to provide a 4th through lane, and a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) may be required from the existing parking lot on the north side of Golden Springs). • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 17.1% (Sunset Crossing closed Alternative 18.9%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 43) Intersection (61) Grand Avenue @ Diamond Bar Villas (DB) • Year 2015 – Project-Related: Convert the NB and SB right-turn lanes to provide a 3rd through lane in each direction. Restripe the NB and SB departures to receive the 3rd through lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 50.4% (Sunset Crossing closed Alternative 51.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 44) Intersection (62) Montefino Avenue @ Grand Avenue (DB) • Year 2015 – Project-Related: Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 60.8% (Sunset Crossing closed Alternative 61.6%). • Year 2025 – Area-Wide: Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd left-turn lane. 45) Intersection (63) Diamond Bar Boulevard @ Grand Avenue (CMP) • Year 2015 – Project-Related: Restripe the NB approach to provide 2 left-turn lanes, 3 through lanes, and 1 free-flow right-turn lane. Widen the EB departure to accommodate the NB free-flow right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the south side of Grand).	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	• Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 9.2% 46) Intersection (64) Rolling Knoll Road @ Grand Avenue (DB) • Year 2015 – Project-Related: Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 32.9%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 47) Intersection (65) Shotgun Lane @ Grand Avenue (DB) • Year 2015 – Project-Related: Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 32.0%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 48) Intersection (66) Summitridge Drive @ Grand Avenue (DB) • Year 2015 – Project-Related: Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 34.2%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 49) Intersection (67) Longview Drive @ Grand Avenue (DB) • Year 2025 – Project-Related: Restripe the WB approach to provide a 3rd through lane. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 50) Intersection (68) Diamond Bar Boulevard @ Montefino Avenue (DB) • Year 2015 – Project-Related: Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures, plus restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove on- street parking on the east side of Diamond Bar. Remove bike lane on the west side of Diamond Bar. Fair Share: 6.9%. • Year 2025 – Area-Wide: Same as Year 2015. 51) Intersection (69) Diamond Bar Boulevard @ Quail Summit Drive (DB) • Year 2015 – Project-Related: Restripe the NB approach to convert the exclusive right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 6.5%. • Year 2025 – Area-Wide: Same as project-related mitigation measures. 52) Intersection (70) Diamond Bar Boulevard @ Mountain Laurel (DB) • Year 2015 – Project-Related: Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Widen the NB approach to provide a 2nd left-turn lane. Widen the SB approach and departure to provide a 3rd through lane. Widen the EB approach to provide a 2nd left- turn lane. (Additional ROW (10 feet) may be required on the east side Diamond Bar from the existing landscaping/wall. Additional ROW (11 feet) may be required from the existing landscaping/wall on the west side of Diamond Bar. Additional ROW (10 feet) may be required from the existing landscaping/wall on the south side of Mountain Laurel. Modify the traffic signal to provide protected left-turn phasing in the east-west direction). Fair Share: 6.7%. • Year 2025 – Area-Wide: Same as Year 2015, plus convert the NB right-turn lane to a shared through/right- turn lane. Widen the NB departure to receive the 3rd through lane. Widen the EB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required on the east side of Diamond Bar from the existing wall for single-family residential. An additional ROW of 11 feet may be required from the existing landscaping on the south side of Mountain Laurel (21 feet of total ROW may be required)). 53) Intersection (71) Diamond Bar Boulevard @ Kiowa Crest Drive (DB) • Year 2015 – Project-Related: Restripe the EB approach to provide an exclusive left-turn lane and a shared through/right-turn lane. Remove on- street parking. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove the bike lane. Fair Share: 3.4%. • Year 2025 – Area-Wide: Same as Year 2015. 54) Intersection (73) Brea Canyon Road West @ Pathfinder Road (DB) • Year 2025 – Project-Related: Widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the north side of Pathfinder). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 55) Intersection (77) Diamond Bar Boulevard @ Pathfinder Road (DB) • Year 2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Restripe the WB approach to provide a shared left-turn/through lane, and an exclusive right-turn lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Widen the SB approach and departure to provide a 3rd through lane and 2nd right-turn lane. Additional ROW (22 feet) may be required from the existing landscaping on the west side of Diamond Bar. Fair Share: 19.2%. • Year 2025 – Area-Wide: Same as Year 2015, plus restripe the WB approach to provide a shared left-turn/ through lane, and an exclusive right-turn lane. 56) Intersection (78) Brea Canyon Cutoff @ Pathfinder Road (LAC) • Year 2015 – Project-Related: Restripe the SB approach to provide an exclusive right-turn lane. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Convert the NB right-turn lane to a shared through/right-turn lane. Widen the NB departure to receive the 2nd through lane. Widen the SB approach and departure to provide 2nd through lane and an exclusive right- turn lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the east side of Brea	

	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	Canyon Cutoff from the existing landscaping. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder). Fair Share: 4.2%. • Year 2025 – Area-Wide: Widen the NB approach and departure to provide a 2nd through lane. Widen the SB approach and departure to provide a 2nd and 3rd through lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (9 feet) may be required from the existing landscaping/ wall on the east side of Brea Canyon Cutoff. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder). 57) Intersection (81) Diamond Bar Boulevard @ Cold Spring Lane (DB) • Year 2025 – Area-Wide: Widen the WB and EB approaches to provide an exclusive right-turn lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping on the north side of Cold Spring. Additional ROW (11 feet) may be required from the existing single-family residential on the south side of Cold Spring). 58) Intersection (82) Brea Canyon Road @ Diamond Bar Boulevard (DB) • Year 2015 – Project-Related: Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane. • Year 2025 – Project-Related: Restripe the SB approach to provide a 2nd left-turn lane. Restripe the EB approach to provide an exclusive right- turn lane, and remove the bike lane. • Year 2015 – Area-Wide: Widen the NB approach to provide a 2nd right-turn lane. Restripe the SB approach to provide a 2nd left-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon). Fair Share: 3.8%. • Year 2025 – Area-Wide: Widen the NB approach to provide a 2nd right-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon). 59) Intersection (83) Brea Canyon Road @ Silver Bullet Drive (DB) • Year 2015 – Project-Related: Restripe the NB and WB approaches to provide an exclusive right-turn lane. Remove on-street parking. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Widen the NB and SB approaches and departures to provide a 2nd through lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping/ meandering sidewalk/bike path on the east side of Brea Canyon. Additional ROW (8 feet) may be required from the existing landscaping on the west side of Brea Canyon). Fair Share: 5.2%. • Year 2025 – Area-Wide: Same as Year 2015. 60) Intersection (84) Diamond Bar Boulevard @ Gold Rush Drive (DB) • Year 2025 – Area-Wide: Restripe the WB approach to provide 1 left-run lane and a shared through-right-turn lane. 61) Intersection (86) Grand Avenue @ Baker Parkway-"B" Street (I) • Year 2015 – Project-Related: Widen the NB approach and departure to provide a 4th through lane and an exclusive right-turn lane. Widen the SB approach and departure to provide 2 left-turn lanes, and 4th and 5th through lane. Widen the Develop the WB approach, and provide a shared left-turn/through lane, and 2	

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	2004 IBC EIR Mitigation Measures and/or Project Design Features	Applicable /Not Applicable
	right-turn lanes. Widen the EB approach to provide 2 left-turn lanes, 1 shared left-turn/through lane, and a free-flow right-turn lane. (Additional ROW (22 feet) may be required on the east side of Grand. Additional ROW (42 feet) may be required on the west side of Grand. Additional ROW (11 feet) may be required on the south side of Baker). Modify the traffic signal to be added by the Industry East project, and provide east-west split phasing. • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 53.6% (Sunset Crossing Alternative 56.1%). • Year 2025 – Area-Wide: Same as project-related mitigation measures. 62) Intersection (87) Grand Avenue @ "A" Street (I) • Year 2015 – Project-Related: Widen the NB and SB approaches and departures to provide 2 left-turn lanes, a 4th through lane, and an exclusive right-turn lane. Develop the WB approach to provide 2 left-turn lanes, 1 through lane, and 2 right-turn lanes. Develop the EB approach to pro- vide 2 left-turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (42 feet) may be required on the east and west sides of Grand (48 feet of total ROW). Install a traffic signal). • Year 2025 – Project-Related: Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 100.0%. • Year 2025 – Area-Wide: Same as project-related mitigation measures.	
MM 5.14-2	The City or subsequent project applicant shall be responsible for the installation of traffic signals at future project intersections as traffic increases and warrants are met at those intersections.	Applicable.
~~MM 5.14-3~~	~~Cross-access easements shall be created through Planning Area E-1 to provide alternative emergency access to B Street.~~	Not applicable. The internal circulation in the former Planning Area E-1 (current Building Area 1) has been realigned and the cul-de-sac access has been eliminated.
MM 5.14-4	During construction of individual projects in ~~planning~~ building areas, where streets have no alternative access routes, those streets shall remain open at all times to accommodate emergency access and remain open after construction each day for vehicular access.	Applicable.
MM 5.14-5	Throughout the duration of the construction of individual projects within ~~planning~~ building areas, the contractor shall keep police/fire/ambulance services informed on a weekly basis as to the exact location of construction activities and equipment staging areas. Any change in construction schedule or location shall require notification prior to the commencement of work.	Applicable.

5.17.4 Level of Significance After Mitigation

With implementation of these mitigation measures, impacts of the Modified Project would not be greater than those identified in the 2004 IBC EIR.

5.18 TRIBAL CULTURAL RESOURCES

5.18.1 Summary of Previous Environmental Analysis

5.18.1.1 2004 IBC EIR

Impacts related to tribal cultural resources were not analyzed in the 2004 IBC EIR because they were not officially part of the CEQA Guidelines' Appendix G checklist until January 1, 2019, when the Natural Resources Agency updated Appendix G of the CEQA Guidelines. Therefore, the analysis of tribal cultural resources impact is new in this Addendum.

However, the 2004 IBC EIR included results from the historic and cultural investigations for the IBC project site, indicating that the there are no known culturally significant resources within the IBC project site as stated in Section 5.5, *Cultural Resources*.

5.18.2 Impacts Associated with the Modified Project

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	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 section 5020.1(k), or					**X**
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 Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.					**X**

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 section 5020.1(k), or

No Impact. Public Resources Code Section 21080.3.1(b), requires the lead agency to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. This requirement applies to all projects on or after July 1, 2015. Because this is an Addendum, the notification and consultation for tribal cultural resources (TCR) requirements pursuant to PRC Code Section 21080.3.1 do not apply to the Modified Project.

According to the 2004 IBC EIR, the IBC project site does not contain any cultural resources that are included or determined to be eligible for inclusion in the California Register of Historical Resources, or officially designated or recognized as historically significant by the City. Furthermore, the IBC project site has been mass graded for development. Impacts to TCR would not be greater than the Approved Project. No impact would occur.

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 Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. As stated in Section 5.18 (a)(i) above, the notification and consultation requirements pursuant to PRC Code Section 21080.3.1 do not apply to the Modified Project because this is an Addendum. Furthermore, the IBC project site has been mass graded for development, and the remaining fine grading and excavation for utility improvements would occur in the engineered soil. The Modified Project would not adversely impact any of the historical resources criteria outlined in PRC 5024.1. Impacts to tribal cultural resources would not be greater than the Approved Project. No impact would occur.

5.18.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to tribal cultural resources were outlined in the 2004 IBC EIR.

5.18.4 Level of Significance After Mitigation

Not applicable.

5.19 UTILITIES AND SERVICE SYSTEMS

5.19.1 Summary of Previous Environmental Analysis

Wastewater Services

The IBC project site was located outside of the jurisdictional boundaries of the Los Angeles County Sanitation Districts (LACSD), therefore required annexation into Sanitation District 21. The 2004 IBC EIR stated that the project site would be served by the San Jose Creek Water Reclamation Plant (WRP). The San Jose Creek WRP had a design capacity of 100 million gallons per day (mgd), with future expansion plan to 125 mgd, and processed an average flow of 88.9 mgd. Wastewater that exceeds the design capacity of the San Jose Creek WRP and all sludge materials are diverted to and treated at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson, with a design capacity of 385 mgd and processed an average flow of 329.3 mgd.

As indicated in Table 21, the 2004 IBC EIR assumed that the Approved Project would generate 200 gallons per day (gpd) of wastewater per 1,000 square feet of industrial land uses, and 325 gpd per 1,000 square feet retail/commercial land uses, totaling 1,474,050 gpd of wastewater. The 2004 IBC EIR concluded that the San Jose Creek WRP and the JWPCP had adequate capacities to treat the Approved Project's wastewater demand, and impacts were less than significant.

Table 21 Projected Wastewater Generated by the Modified Project

Land Use	Generation Factor [1] (gallons/day)	Unit of Measurement (square feet)	Proposed Building Square Footage	Projected Generation (gallon/day)
Industrial	200	1,000	633,000	126,600
Retail/Commercial	325	1,000	4,146,000	1,347,450
Totals			4,779,000	1,474,050

[1] County Sanitation Districts of Los Angeles County

Water Services

The IBC project site is within the boundaries of Walnut Valley Water District (WVWD). The 2004 IBC EIR stated that there were no deficiencies in the water system in the IBC project area and that the water supply assessment (WSA) found that WVWD has an adequate water supply to serve the Approved Project.

The WSA concluded that the Approved Project would demand approximately 413,470 gpd of water. The WSA assumed that 633,000 square feet (32.3 acres) of industrial uses would generate an approximate demand for 54,910 gpd of domestic water based on 1,700 gpd per acre, and the 4,146,000 square feet (298.8 acres) of commercial uses would generate an approximate demand of 358,560 gallons per day based on 1,200 gpd per acre. The WSA stated that the existing and planned water sources would be sufficient to meet projected WVWD-wide demands in a normal year, a single dry water year, and multiple dry water years through 2020 and buildout of undeveloped and underdeveloped land within WVWD. In addition, the water demands of the Approved Project were accounted for at a higher rate in WVWD's districtwide water demand projections than the actual use proposed for the site. WVWD indicated that they would be capable of providing service to the Approved Project, and no significant impacts to its system capacity were identified in the 2004 IBC EIR. The

2004 IBC EIR also stated that distribution mains for the Approved Project would be sized by WVWD based on estimated domestic demands and fire flow requirements. Therefore, water utilities impacts were determined to be less than significant.

Solid Waste

The 2004 IBC EIR stated that about 99 percent of solid waste in the City were transported to the Puente Hills Landfill in the City of Whittier, with small portions of waste going to Azusa Land Reclamation and Olinda Alpha Landfill. The 2004 IBC EIR used the rate of 1.82 tons per employee per year to represent a worst-case scenario for solid waste generated by the plan for industrial uses and a rate of 1.85 for commercial/retail uses, calculating that the Approved Project would generate approximately 10,096.94 tons of solid waste per year. The 2004 IBC EIR assumed that the City would continue to divert a minimum of 51 percent of solid waste; therefore, the Approved Project was expected generate approximately 4,947 tons/year for disposal in area landfills. The increased solid waste volume represented less than 1 percent of Puente Hills Landfill's weekly capacity based on a six-day week. Therefore, impacts were determined to be less than significant.

Natural Gas

The 2004 IBC EIR stated that the Approved Project would be served by the Southern California Gas Company (The Gas Company) and that Approved Project was not anticipated to require substantial amounts of natural gas because only small amounts of natural gas would be needed for space and water heating. The 2004 IBC EIR stated that the Approved Project was anticipated to use approximately 14,112,300 cubic feet of natural gas per month. It was determined that the Gas Company would be able to provide service to the proposed plan without a substantial impact on overall system capacity, service to existing customers, or the environment, and impacts would be less than significant.

Electric Power

The 2004 IBC EIR indicated that the Approved Project was projected to use approximately 7,952,820 kilowatt hours (kWh) of electricity per month. The 633,000 square feet of industrial use was expected to generate an approximate demand for 2,645,940 kWh of electricity per month and the commercial uses would generate an approximately demand of 5,306,880 KWH per month. The 2004 IBC EIR determined that the Southern California Edison Company or the Industry Public Utilities has adequate capacity to provide power for the Approved Project, and impacts would be less than significant.

5.19.2 Impacts Associated with the Modified Project

Would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X	
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?				X	
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?				X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X	

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.

Wastewater

Wastewater treatment demands for the Approved Project and the Modified Project were calculated based on the generation factor used in the City's 2014 General Plan Update EIR. As shown in Table 22, land uses in the Approved Project would generate a demand of 781,625 gpd, and the Modified Project would generate a demand of 127,670.5 gpd, decreasing the wastewater treatment demand by 653,955 gpd. Although the Modified Project would increase the total industrial building area, the wastewater demand for retail, commercial, and office uses are higher compared to industrial land uses, thereby resulting in less wastewater treatment capacity demand compared to the Approved Project. Therefore, the Modified Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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Table 22 Wastewater Treatment Demand Comparison

Land Use	Generation[1] Unit	Per Unit	Approved Project Building Area (SF)	Approved Project Demand (gpd)	Modified Project Building Area (SF)	Modified Project Demand (gpd)	Net Change (gpd)
Retail/Commercial	SF	0.15	1,268,000	190,200	0	0	(-190,200)
Office	SF	0.2	2,878,000	575,600	0	0	(-575,600)
Industrial (Manufacturing, Assembly, Light Industrial, and Multiple Use)	SF	0.025	633,000	15,825	5,106,820	127,670.5	111,846
		Total	4,779,000	781,625	5,106,820	127,670.5	(-653,955)

[1] City of Industry 2014 General Plan Update EIR (Table 5.14-6)

Water

Water demands for the Approved Project and the Modified Project were calculated based on the generation factor used in the City's 2014 General Plan Update EIR. As shown in Table 23, land uses in the Approved Project would generate a demand of 977,507 gpd compared to 158,311 gpd generated by the Modified Project. Therefore, there would be a net decrease of 819,196 gpd of water demand. Although the Modified Project would increase the total industrial building area, the water demand for retail, commercial, and office uses are much higher compared to industrial land uses, thereby resulting in less overall water demand. Therefore, the Modified Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Table 23 Water Demand Comparison

Land Use	Generatio[1] Unit	Per Unit	Approved Project Building Area (SF)	Approved Project Demand (gpd)	Modified Project Building Area (SF)	Modified Project Demand (gpd)	Net Change (gpd)
Retail/Commercial	SF	0.188	1,268,000	238,384	0	0	(-238,384)
Office	SF	0.25	2,878,000	719,500	0	0	(-719,500)
Industrial (Manufacturing, Assembly, Light Industrial, and Multiple Use)	SF	0.031	633,000	19,623	5,106,820	158,311	138,688
		Total	4,779,000	977,507	5,106,820	158,311	(-819,196)

[1] City of Industry 2014 General Plan Update EIR (Table 5.14-6)

Storm Water Drainage

As stated in Section 5.10, *Hydrology and Water Quality*, as with the Approved Project, the Modified Project would require drainage improvements to convey stormwater runoff safely from the project area without increasing flood, erosion, or capacity hazards within the project site or downstream. The Modified Project is not anticipated to substantially increase impermeable surfaces within the IBC project site to increase stormwater runoff volume or speed beyond what was analyzed under the Approved Project. The 2004 IBC EIR analyzed stormwater impacts from 331 acres of impervious surfaces created by the Approved Project. The Modified Project would result in approximately 291 acres of impervious surfaces with landscaping and would not increase the impervious surfaces analyzed under the Approved Project. Therefore, impacts related to stormwater drainage improvements were analyzed in the 2004 IBC EIR, and impacts would be less than significant.

Electric Power

Electricity consumption for the Approved Project and the Modified Project was calculated using the CalEEMod (v. 2016.3.2.25) computer model. As shown in Table 23, the Approved Project is anticipated to consume 59,120,380 kWh of electricity per year, and the Modified Project would consume 20,288,530 kWh per year. Based on the CalEEMod assumptions that uses the latest building energy efficiency requirements, commercial uses generate more electricity demands than general industrial uses. Therefore, the Modified Project would decrease the electricity consumption by 38,831,850 kWh/yr. Furthermore, the 2004 IBC EIR indicated that the Approved Project was projected to use approximately 7,952,820 kWh of electricity per month or 95,433,840 kWh/yr. The Modified Project is anticipated to generate 20,288,530 kWh/yr, a decrease of 75,145,310 kWh/yr. Therefore, the Modified Project is within the maximum electric power demands analyzed under the 2004 IBC EIR and no new impacts would occur.

Table 24 Electricity Demand Comparison

Approved Project		Modified Project		Change
Land Use	kWh/yr	Land Use	kWh/yr	(kWh/yr)
Automobile Care Center	6,092,460	Industrial	19,643,700	-37,110,540
Office Park	38,996,900			
Regional Shopping Center	9,240,490			
Industrial Park	2,424,390			
Parking Lot	2,366,140	Parking Lot	644,830	-1,721,310
Total	59,120,380		20,288,530	-38,831,850

CalEEMod (v. 2016.3.2.25)

Natural Gas

Natural gas consumption for the Approved Project and the Modified Project was calculated using the CalEEMod (v. 2016.3.2.25) computer model. As shown in Table 24, the Approved Project is anticipated to consume 39,694,590 KBTU of gas per year, and the Modified Project would consume 4,410,850 KBTU/yr. Based on the CalEEMod assumptions that uses the latest building energy efficiency requirements, commercial uses generate more natural gas demands than general industrial uses. Therefore, the Modified Project would decrease the natural gas consumption by 35,283,740 KBTU per year. Furthermore, the 2004 IBC EIR indicated that the Approved Project was projected to use approximately 14,112,300 cubic feet of natural gas per month or 169,347,600 KBTU/yr. Therefore, the Modified Project would decrease the natural gas consumption by 164,936,750 KBTU/yr. Implementation of the Modified Project would result in less electric power demand than the Approved Project, and no new impacts would occur. There are no changes or new information requiring preparation of an EIR.

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Table 25 Natural Gas Demand Comparison

Approved Project		Modified Project		
Land Use	KBTU/Yr	Land Use	KBTU/Yr	Change
Automobile Care Center	10,081,200	Industrial	4,410,850	-35,283,740
Office Park	27,916,600			
Regional Shopping Center	1,152,410			
Industrial Park	544,380			
Parking Lot	0	Parking Lot	0	0
Total	39,694,590		4,410,850	-35,283,740

Source: CalEEMod (v. 2016.3.2.25)

Telecommunication Facilities

The 2004 IBC EIR did not address impacts to telecommunication facilities. Although the Modified Project would increase the total building area, telecommunication facilities demands are not related to building area. Since the Approved Project was projected to consume greater electricity demands and create less employment, it is likely that it would create greater telecommunication demands compared to the Modified Project. The Modified Project would not necessitate the need for new additional telecommunication facilities compared to the Approved Project and would not result in greater impacts. There are no changes or new information requiring preparation of an EIR.

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. As discussed in above Section 5.19(a), the Modified Project is anticipated to demand 168,880.7 gpd of water compared to 413,470 gpd analyzed in the 2004 IBC EIR. Therefore, the Modified Project would not result in greater impacts to water supplies during normal, dry, and multiple-dry years compared to the Approved Project. Impacts would be less than significant, and preparation of an EIR is not required.

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. As discussed in Section 5.19.2(a), the Modified Project would generate less wastewater compared to the Approved Project; therefore, the Modified Project would not generate greater demand for wastewater treatment demand than analyzed under the 2004 IBC EIR. No changes or new information requiring preparation of an EIR would occur.

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. As discussed in Section 5.14, *Population and Housing*, the Modified Project would result in a total of 4,787 employees, a decrease of 687 employees from the Approved Project's 5,464 employees. Therefore, as shown in Table 25, the Modified Project would generate solid waste demand of 8,712 tons per year compared to the Approved Project's 10,097 tons per year. The Modified Project's annual solid waste generation would be approximately 1,385 tons less than the Approved Project and would result in less solid waste impact compared to the Approved Project. Implementation of the Modified Project would not impair the attainment of solid waste reduction goals, and no changes or new information requiring preparation of an EIR would occur.

Table 26 Solid Waste Generation Comparison

Land Use	Generation Factor (tons/yr)	Approved Project		Modified Project		Change (tons/yr)
		Employment	Solid Waste (tons/yr)	Employment	Solid Waste (tons/yr)	
Industrial	1.82	382	695	4,787	8,712	8,017
Commercial/Retail	1.85	5,082	9,402	0	0	-9,402
Total		5,464	10,097	3,405	8,712	-1,385

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Modified Project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including Chapter 8.20, Integrated Waste Management, of the City's Municipal Code. Section 8.20.040 of the municipal code requires solid waste collection and disposal at an authorized landfill. The Modified Project would not create new impacts related to solid waste, and preparation of an EIR is not required.

5.19.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to utilities and services systems were outlined in the 2004 IBC EIR.

5.19.4 Level of Significance After Mitigation

Not applicable.

5.20 WILDFIRE

5.20.1 Summary of Previous Environmental Analysis

The updated CEQA Guidelines Appendix G CEQA Checklist was adopted in December 2018 by the California Natural Resources Agency. Therefore, the 2004 IBC EIR did not include this wildfire section. However, the

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2004 IBC EIR evaluated impacts related to wildland fires where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The 2004 IBC EIR determined that development of the Approved Project would result in the removal of existing on-site vegetation, and the vegetation would be replaced by ornamental vegetation irrigated on a regular basis. Therefore, it was concluded that development of the Approved Project would not increase the wildland fire hazard in this area.

5.20.2 Impacts Associated with the Modified Project

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?					X
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?					X
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?					X
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?					X

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

No Impact. The IBC project site is not located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ) by CAL FIRE. The Modified Project would not substantially impair an adopted emergency response plan or emergency evacuation plan related to wildfire. No impact is anticipated.

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 IBC project site is not located in or near SRA or lands classified as VHFHSZ. Therefore, the Modified Project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact is anticipated.

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 IBC project site is not located in or near SRA or lands classified as VHFHSZ. Therefore, the Modified Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. No impact is anticipated.

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 IBC project site is not located in or near SRA or lands classified as VHFHSZ. Therefore, the Modified Project would not expose people or structure to significant risks as a result of runoff, post-fire slope instability, or drainage changes.

5.20.3 Adopted Mitigation Measures Applicable to the Modified Project

No mitigation measures related to wildfire were identified in the 2004 IBC EIR.

5.20.4 Level of Significance After Mitigation

Not applicable.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

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Environmental Issues	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect Is Declined	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
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?					X
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?				X	
c) 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.)				X	
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	

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 Impacts/No Changes or New Information Requiring Preparation of an EIR. The IBC project site has been mass graded as approved under the 2004 IBC EIR. As demonstrated in this Addendum, the Modified Project would not result in new significant impacts to biological or cultural resources, nor would it substantially increase the severity of impacts evaluated in the 2004 IBC EIR. Because the Modified Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the 2004 IBC EIR is the appropriate CEQA document type for the Modified Project.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As demonstrated in this Addendum, the Modified Project would generally result in less environmental impacts compared to the Approved Project. Therefore, the Modified Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Because the Modified Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the 2004 IBC EIR is the appropriate CEQA document type for the Modified Project.

c) 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 Impacts/No Changes or New Information Requiring Preparation of an EIR. The Modified Project is consistent with the amount of development planned for the IBC project site in the 2004 IBC EIR. Although the Modified Project would provide increased overall building square footage compared to the Approved Project, as demonstrated in this Addendum, it would not substantially increase the severity of impacts evaluated and determined in the 2004 IBC EIR. Because the Modified Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the 2004 IBC EIR is the appropriate CEQA document type for the Modified Project.

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

Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR. As demonstrated in this Addendum, the Modified Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in the 2004 IBC EIR. Because the Modified Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the 2004 IBC EIR is the appropriate CEQA document type for the Modified Project.

5. Environmental Analysis

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Appendix A Air Quality/GHG Data

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Appendix B Operational HRA

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Appendix C Habitat Mitigation Monitoring Plan

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Appendix D Noise Data

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