MITIGATED NEGATIVE DECLARATION FOR THE SHOEMAKER AVENUE INDUSTRIAL PROJECT

Lead Agency:

City of Cerritos
Department of Community Development
18125 Bloomfield Avenue.
Cerritos, CA 90703

Project Applicant:

Duke Realty Shoemaker LP
200 Spectrum Center Drive, Suite 1600
Irvine, CA 92618

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100
Irvine, CA 92614

February 2023

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Shoemaker Avenue Industrial Project. The proposed Project involves a Conditional Use Permit, Precise Plan, and Building and Grading Permit parcel to allow the development and operation of a 159,627 square-foot (SF) single-story tilt up warehouse building comprised of approximately 150,627 SF of warehouse space and 9,000 SF of office space on the 7.21-acre, single parcel site identified as Assessor's Parcel Number (APN) 7010-016-050 at the northwest corner of the Shoemaker Avenue and Moore Street intersection (proposed Project, Project) in the City of Cerritos (City). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
(b) The initial study identified potentially significant effects, but:
(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an IS/MND.

This IS/MND incorporates by reference the City of Cerritos General Plan EIR and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within in this IS/MND is based on the following technical studies and/or planning documents:

- City of Cerritos General Plan
  (http://www.cerritos.us/GOVERNMENT/_pdfs/general_plan_000_complete.pdf)
- City of Cerritos General Plan EIR
- City of Cerritos Municipal Code
  (https://www.codepublishing.com/CA/Cerritos/)

- Technical studies, personal communications, and web sites listed in Section 6, *References*

In addition to the websites listed above, all documents are available for review at the City of Cerritos Planning Division, located at 18125 Bloomfield Avenue, Cerritos, CA 90703. The proposed Project evaluated herein involves a Conditional Use Permit, Precise Plan, and Building and Grading Permit review for demolition of an existing 70,110 SF light manufacturing building and construction of an approximately 159,627 square-foot (SF) single-story tilt up warehouse building comprised of approximately 150,627 SF of warehouse space and 9,000 SF of office space on a 7.21 acre, single parcel site located at the northwest corner of the Shoemaker Avenue and Moore Street intersection.

The Project site has a General Plan designation of Light Industrial with an Area Development Plan 1 (ADP-1) Cerritos Industrial Park overlay. As provided for in Chapter 22.10 of the Cerritos Municipal Code, an area development plan (ADP) is an instrument for guiding, coordinating, and regulating the development of property within a given area. A City area development plan is considered a "specific plan" as authorized in Article 8 of Chapter 3 of the State Planning and Zoning Law. The City's ADP-1 Cerritos Industrial Park land use allows for light industrial type uses and provides goods and services to the entire region through a network of rail, highway, and freeway facilities.

The Project site has a zoning designation of Area Development Plan 1 (ADP-1) Cerritos Industrial Park. Under the ADP-1, which is considered the governing zoning designation, manufacturing-office and manufacturing-plant type uses are permitted. Wholesaling and warehousing uses are conditionally permitted within the manufacturing-plant category. The proposed Project is consistent with the intended uses under the ADP-1 zoning designation for the site, and as such, is consistent with the ADP-1 designation.

This IS/MND serves as the environmental review for the proposed Shoemaker Avenue Industrial Project. The Project proposes development of a site within the boundaries of the City, which would fulfill the purpose of the City's General Plan and area plan's land use designation for the site.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project is located within the northeastern portion of the City, on one parcel located at 16323 Shoemaker Avenue, Cerritos, CA 90703. Regional access to the Project site is provided by Interstate 5 (I-5) to the north, Interstate 605 (I-605) to the west, and State Route 91 (SR 91) to the south. Local access to the site is via Shoemaker Avenue and Moore Street. Specifically, the Project site is located within Township 3 South, Range 11 West, of the Whittier California United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The existing site and surrounding area are shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site encompasses approximately 7.21 acres and is comprised of one parcel identified as Assessor's Parcel Number (APN) 7010-016-050. The Project site is currently developed with a single-story tilt-up light manufacturing building totaling approximately 70,110 square feet (SF). The existing building was constructed in 1987. The site is rectangular in shape and relatively flat and consists of existing landscaping, surface parking lots and related improvements. An aerial view showing existing conditions of the Project site and adjacent properties is shown in Figure 2-3, *Aerial View*. Figure 2-4, *Site Photos* presents photos of the Project site.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project Site has a General Plan designation of Light Industrial with Area Development Plan 1 (ADP-1) overlay and is zoned Industrial (M) with Area Development Plan 1 (ADP-1) overlay. The ADP General Plan land use designation is intended for industrial area that provides goods and services to the entire region through a network of rail, highway and freeway facilities. ADP-1 zoning allows for the development of two categories of land uses which are manufacturing-office and manufacturing-plant. Wholesaling and warehousing are conditional uses under the manufacturing-plant designation..

2.4 SURROUNDING LAND USES, GENERAL PLAN DESIGNATIONS AND ZONING

The Project site is located within a predominately industrialized area. Existing land uses, General Plan designations, and zoning for the surrounding properties are described in Table 1.

Table 1: Surrounding Land Uses and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Industrial/Office uses	Light Industrial/ ADP-1	ADP-1
West	Industrial/Office uses	Light Industrial/ ADP-1	ADP-1
South	Moore Street Industrial/Office uses	Light Industrial/ ADP-1	ADP-1
East	Shoemaker Avenue Industrial/Office uses	Light Industrial/ ADP-1	ADP-1

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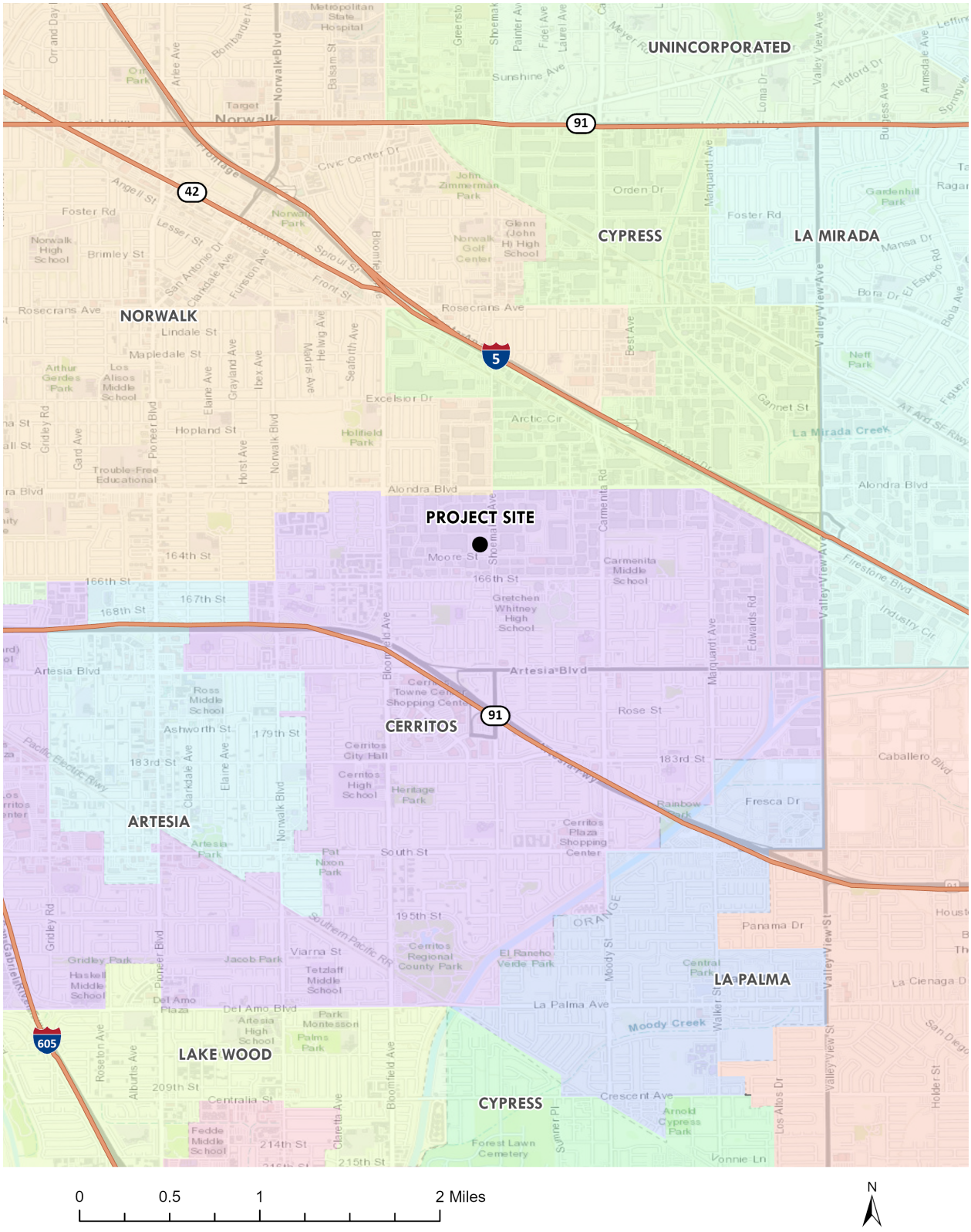
Regional Location



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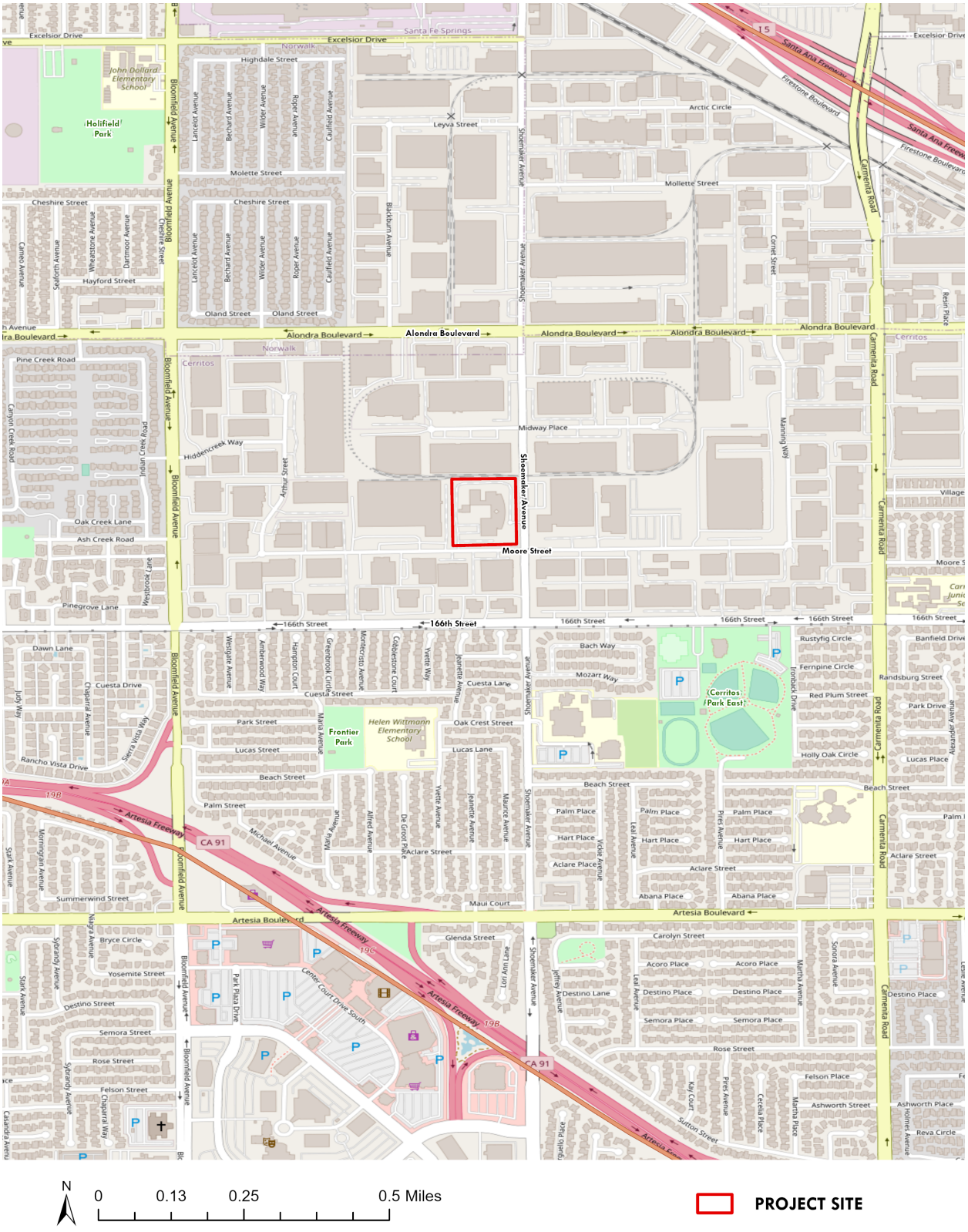
Local Vicinity



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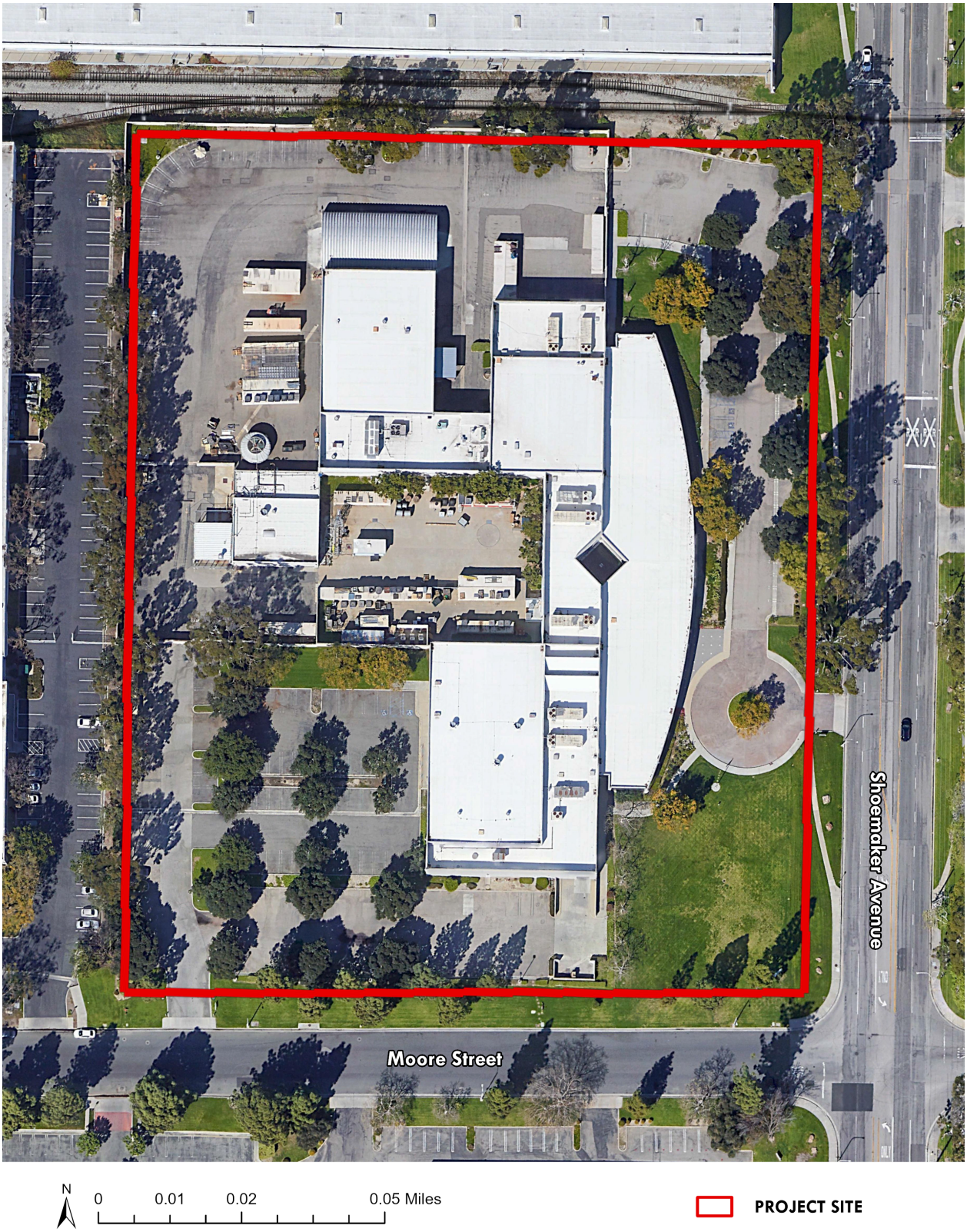
Aerial


Shoemaker Avenue
Moore Street
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0
0.01
0.02
0.05 Miles
PROJECT SITE

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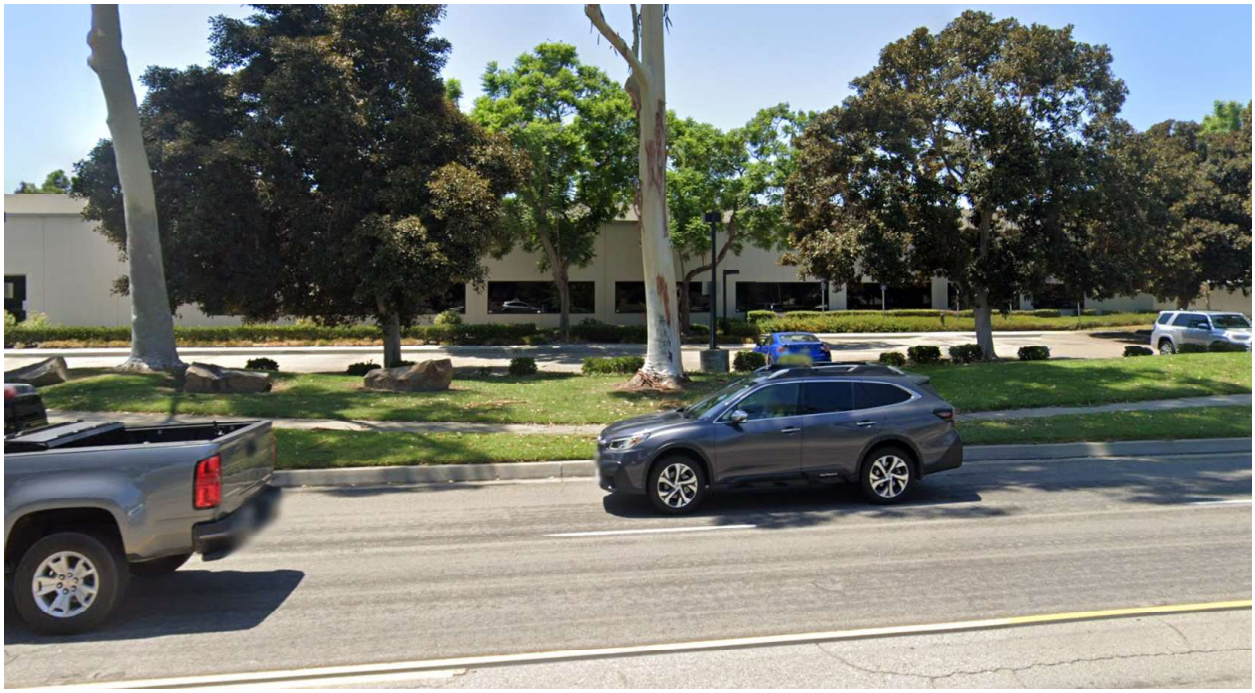
Site Photos



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3 PROJECT DESCRIPTION

3.1 Project Overview

The Project proposes to demolish the existing building, surface parking and related improvements and redevelop the site with a new warehouse building. The proposed Project would include the development of a one-story tilt-up 159,627 SF warehouse building on the 7.21-acre site. The proposed building would include 9,000 SF of office space. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways.

3.2 Project Features

Building Summary and Architecture

The proposed warehouse building would be single-story and approximately 35 feet tall, and include a mezzanine, loading docks, and associated vehicle parking spaces. The warehouse building would include approximately 150,627 SF of warehouse space and 9,000 SF of office space. The proposed building would result in an FAR of 0.51.

The proposed Project's architectural theme would emphasize enhanced building finish materials and consistent material usage and color scheme. The building would be set back from Shoemaker Avenue and Moore Street and landscaping would be provided along the building perimeter and along the western and northern property lines. The intention of the architectural plan is to create a high-quality presence along Shoemaker Avenue and Moore Street through the use of landscaping, building layout, finish materials, and accenting.

Parking and Loading Dock Summary

Truck loading docks would be located along the west side of the building. The building would include 20 loading dock doors and one drive through door. The Project would also provide 97 vehicle parking spaces, including some spaces dedicated for electric vehicle/clean air/carpool spaces.

Access and Circulation

Ingress and egress to the Project site would be provided via three driveways; one 40-foot-wide driveway located on Moore Street and two located on Shoemaker Avenue, one 30-feet-wide and one 40-feet-wide. The 30-foot-wide driveway along Shoemaker Avenue would not allow truck access. A 26-foot-wide internal drive aisle on the west and north sides of the proposed building would provide connectivity throughout the site. Access to the loading dock areas would be controlled through the use of swinging and sliding gates.

Landscaping

The Project proposes approximately 50,645 SF of landscaping. Landscaping would comply with the City's Municipal Code requirement of a minimum of 15% of the un-built site area. Proposed landscaping would include 24-inch and 48-inch box trees, various shrubs, and ground covers to screen the proposed building, and parking and loading areas from off-site viewpoints. Proposed landscaping extends around the perimeter of the warehouse building and in between the parking areas.

Fencing and Walls

The northwestern and western side of the building would be secured with 8-foot-tall concrete walls for security around the loading docks and parking areas. The Project includes two 8-foot-tall automatic steel

gates would enclose the area for security, one for the southern entrance and one on the northern entrance. The north gate would be a steel swinging gate and the south gate would be a steel rolling gate.

Infrastructure Improvements

Water
New onsite water infrastructure would be connected to an existing domestic water service connection via the existing 12-inch water main in Moore Street.

Sewer
New onsite sewer infrastructure would be connected to an existing sewer connection via the existing 18-inch sewer main within Shoemaker Avenue.

Drainage
An underground stormwater basin would be installed near the western boundary of the Project site. The basin would collect and detain onsite stormwater flows prior to conveyance of the water to the existing 30-inch storm drain in Moore Street and existing 18-inch storm drain in Shoemaker Avenue.

3.3 General Plan and Zoning

As indicated previously, the Project site has a General Plan designation of Light Industrial and is zoned ADP-1 Cerritos, Industrial Park.

3.4 Construction and Phasing

The Project would be constructed in one phase including demolition, site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in 9,800 cubic yards of imported soils. Construction is expected to occur over 9 months and would occur within the hours allowable by the City of Cerritos which allows construction Monday through Friday 7:00am to 6:00pm and Saturday's 10:00 a.m. to 5:00 p.m. No construction is permitted on Sundays or City-observed Holidays.

3.5 Operational Characteristics

The Project is expected to be operational in the fourth quarter of 2023. The Project would redevelop the site, resulting in continued operation of an industrial warehouse. The Project would be built to allow for up to 10% (15,963 SF) of the floor space to be used for refrigerated uses. Typical operational characteristics would include employees traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and distribution.

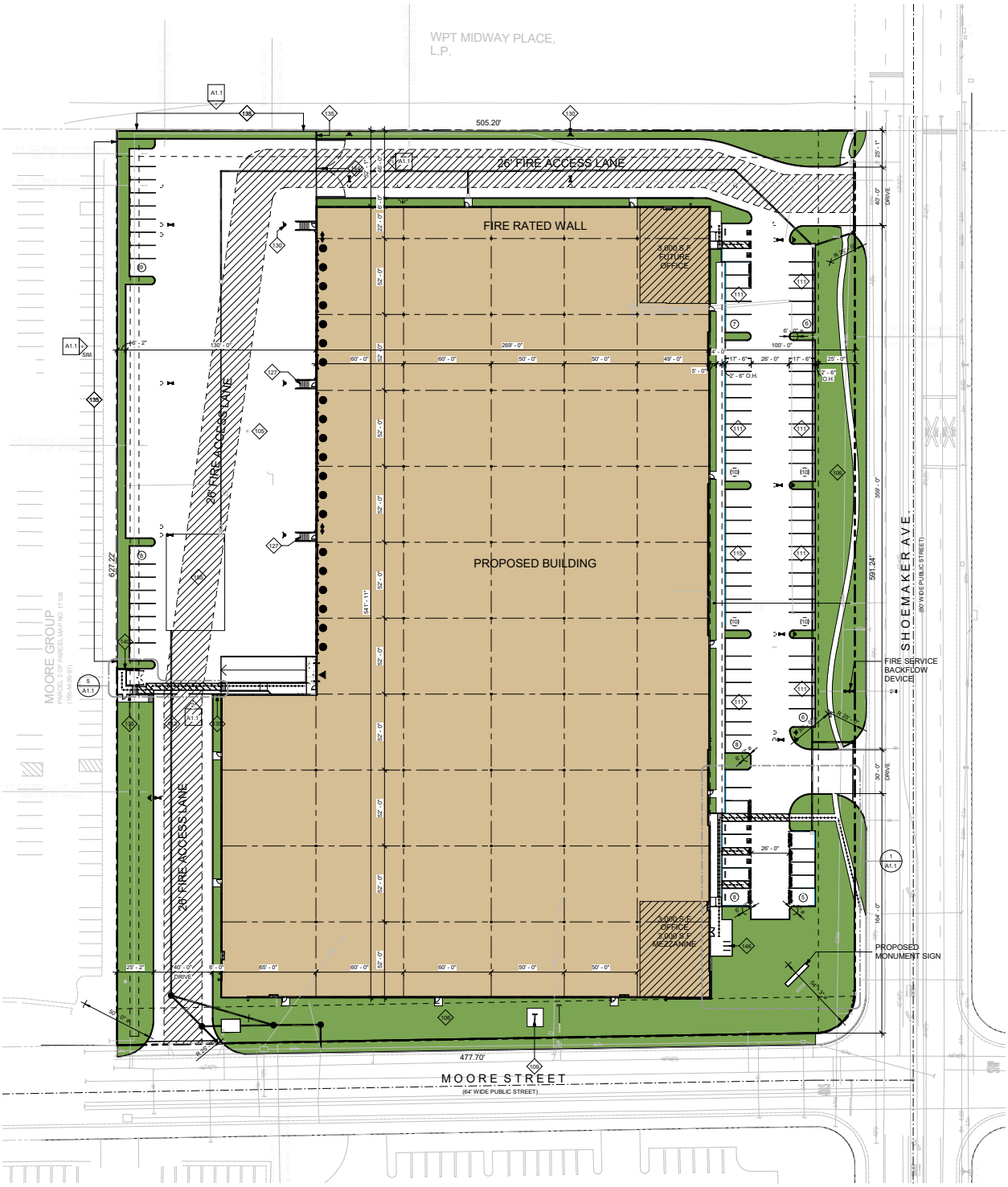
3.6 Discretionary and Ministerial Approvals, Permits, and Studies

The following discretionary and ministerial approvals, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Cerritos

- Environmental Review
- Conditional Use Permit
- Precise Plan
- Building & Grading Permits

Conceptual Site plan



SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED. SEE 3/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR

N

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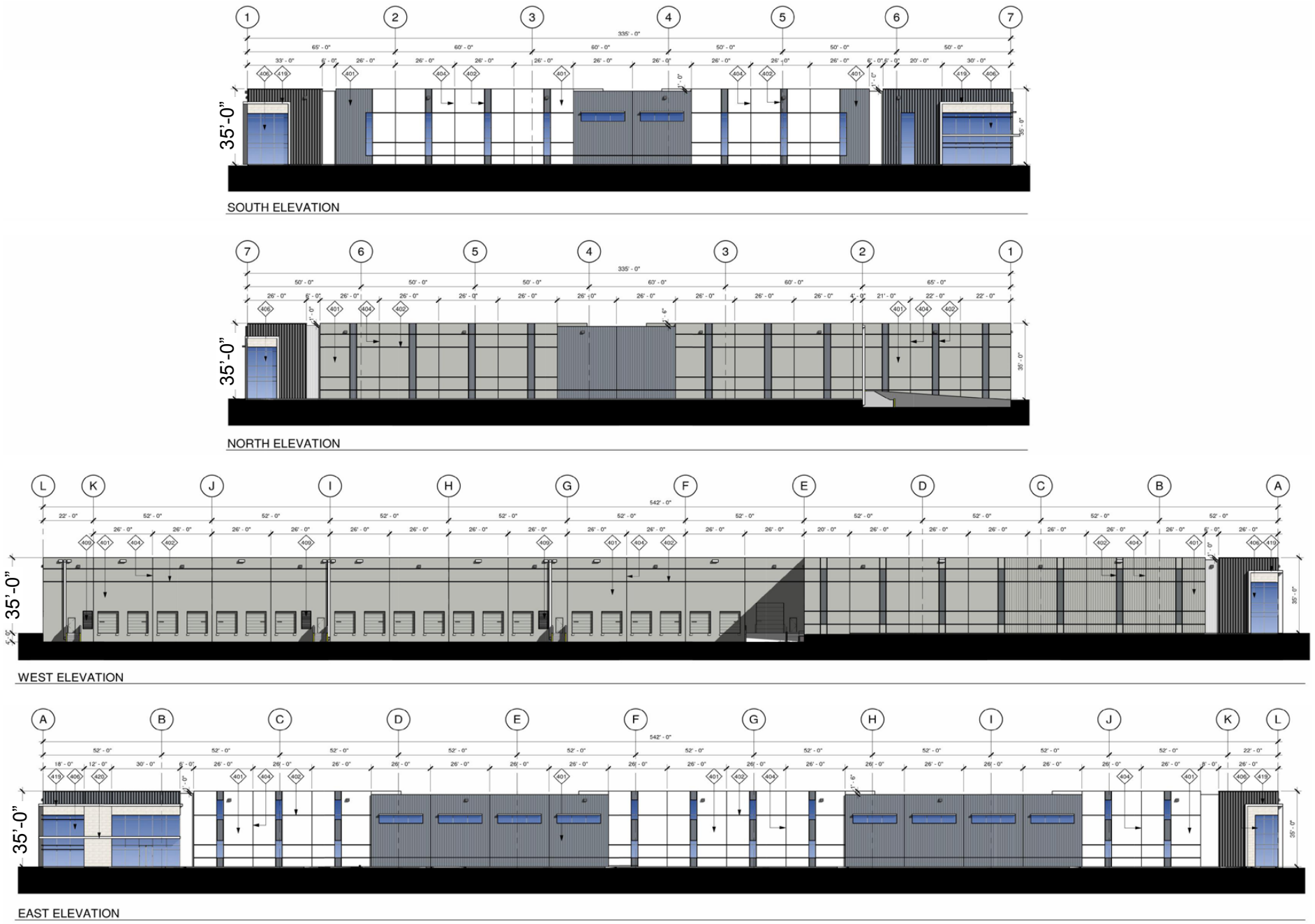
SOUTH ELEVATION
NORTH ELEVATION
WEST ELEVATION
EAST ELEVATION
35'-0"

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PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Chitalpa tashkentensis Chitalpa	24" Box	13	L	Standard
	Olea europaea Olive	48" Box	13	L	Multi
	Rhus lancea African Sumac	24" Box	6	L	Standard
	Existing Trees to Remain				

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Dietes bicolor Fortnight Lily	5 Gal	16	M	
	Ligustrum j. Texanum Texas Privet	15 Gal	244	M	4' oc
	Muhlenbergia rigens Deer Grass	5 Gal	154	M	
	Photinia fraseri Photinia	15 Gal	154	M	18"oc
	Salvia greggii Autumn Sage	5 Gal	255	L	
	Salvia leucantha Mexican Sage	5 Gal	57	L	
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	30	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Agave 'Blue Glow Blue Glow Agave				
	Hesperaloe parviflora Red Yucca	5 Gal	30	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lantana 'New Gold' Yellow Lantana	1 Gal	48" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelopspermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	

N

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4 Environmental Checklist

4.1 BACKGROUND

Date: October 2022
Project Title: Shoemaker Avenue Industrial Project
Lead Agency: City of Cerritos, Department of Community Development 18125 Bloomfield Avenue Cerritos, CA 90703
Lead Agency Contact: Sandy Cisneros City of Cerritos, Planning Manager scisneros@cerritos.us (562) 916-1201
Project Location: 7.21-acre site comprised of one parcel (with Assessor's Parcel Number (7010-016-050) at the northwest corner of the Shoemaker Avenue and Moore Street intersection.
Project Sponsor's Name and Address: Nicole Torstvet Duke Realty Shoemaker LP 3546 Concours St., Suite 100 Ontario, CA 91764 (909) 673-8727
General Plan and Zoning Designation: The Project Site has a General Plan designation of Light Industrial and is zoned Area Development Plan 1 (ADP-1), Cerritos Industrial Park.
Project Description: The applicant for the proposed Project is requesting approval from the City to demolish the existing industrial building and other site improvements to construct a new single-story warehouse building approximately 35 feet tall, and include a mezzanine, loading docks, and associated vehicle parking spaces. The warehouse building would be comprised of approximately 150,627 SF of warehouse space and 9,000 SF of office space. The proposed building would result in an FAR of 0.51. Figure 3-1, *Conceptual Site Plan,* illustrates the proposed site plan.
Other Public Agencies Whose Approval is Required: Not Applicable

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" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION:

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature — FEBRUARY 10, 2023 — Date

SANDY CISNEROS — Printed Name

CITY OF CERRITOS — For

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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

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

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

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

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

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

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

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

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

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

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

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

Less Than Significant Impact. The Project site is currently developed with an existing 70,110 SF, single-story industrial building. The proposed Project would demolish the existing building to develop a new single-story, 35-foot-tall tilt up light manufacturing building. As per the Cerritos Municipal Code Section 22.29.700, no building shall have a height greater than 35 feet. However, the Cerritos General Plan does not designate any scenic vistas or protected viewsheds within the City. In addition, views of the surrounding built out environment of the City are available from public vantage points on Shoemaker Avenue and Moore Street. The proposed Project would be set back from the adjacent streets and would not encroach into the existing public long-distance views. Thereby, the Project would not impact views of the City's built out urban environment nor the views of distant mountains or foothills.

As indicated previously, the Cerritos General Plan does not designate any scenic vistas or protected viewsheds within the City. The Project site has a General Plan designation of Light Industrial with an Area Development Plan 1 (ADP-1) Cerritos Industrial Park overlay. As implied, the ADP-1 area is industrial in nature and development in accordance with the provisions of the ADP-1 land uses and development standards would not impact the any scenic vistas or viewsheds. As the Project would not impact any scenic vistas or protected viewsheds, and the Project is consistent with surrounding uses and City development standards, impacts would be less than significant.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project site is not near or visible from any state scenic highways. As stated in the City's General Plan EIR, no state scenic highways run through the City. The closest Officially Designated State Scenic Highway is State Route 91, approximately 14 miles east from the Project site. The closest Eligible State Scenic Highway is State Route 57, located approximately 10 miles east from the Project. Therefore, the Project site is not visible from State Routes 91or 57. Therefore, due to the distance of the Project site from either a designated or eligible scenic highway, the proposed Project would not substantially damage scenic resources within a state scenic highway and there would be no impacts.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact.

The following regulatory standards are applicable to the development of the Project site and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning.

City of Cerritos Municipal Code

The following development standards from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project, as demonstrated below in Table AES-1.

Table AES-1: ADP-1 Development Standards

	ADP-1 Development Standards	Project Consistency
Minimum Net Lot Area	50%	50.8%
Maximum Lot Coverage	55%	50.8%
Maximum Structure Height	35 feet	35 feet
Minimum Shoemaker Avenue Setback	58 feet	144 feet
Minimum Interior Street Setback	33 feet	33 feet
Minimum Adjacent Parcel Setback	24 feet	52 feet
Parking	94 spaces	97 spaces

As shown above in Table AES-1, proposed Project would be consistent with the regulations regarding aesthetics and scenic quality according to the land uses on the Project site. The proposed Project would develop a 35-foot-tall single-story tilt up warehouse building, which would replace a similar industrial building that currently exists on site. The proposed building would be consistent with other buildings in the surrounding area.

Per Section 22.29.700 of the Municipal Code, the landscaped area must be at least 15 percent of the nonbuilding area of a parcel. As such, the Project's proposed landscaping would be located in the setback spaces surrounding the Project site as shown in Figure 3-3, *Landscape Plan*, which would total approximately 30 percent of the nonbuilding area of the Project's parcel. In effect, the Project's landscaping will minimize the visual scale of the structure. The proposed Project would install landscaping in areas adjacent to the building's frontages along Shoemaker Avenue, and Moore Street including trees and a variety of shrubs and ground covers. Landscaping would be provided within the parking areas along the northern and western property lines with a variety of shrubs and ground covers including a few trees. The layering of landscaping consisting of 24-inch box trees, 48-inch box trees, layer shrubs, and accent succulents would provide visual depth and distance between the roadways and proposed structure. As a result, the Project would not result in the creation of an aesthetically offensive site open to public view. Therefore, while the proposed Project would slightly change the visual character of the site compared to the existing industrial building, it would not substantially degrade the existing visual character or quality of its surroundings. As the proposed Project is consistent with the existing visual character and quality of the site and its surroundings, and is consistent with development standards for the designations, impacts would be less than significant.

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

Less Than Significant. The Project proposes to demolish an existing industrial building and construct a single-story, 35 feet tall, 159,627 SF warehouse building which includes a mezzanine, loading docks, and associated vehicle parking spaces. The Project would be located in a developed area surrounded by other industrial developments. As stated in Section 22.11.180 of the Cerritos Municipal Code, security lighting fixtures shall not project above the fascia or roof line of the building and shall be shielded from streets and other properties. In addition, Section 22.11.130 states, no negative environmental effects shall be caused by reason of glare; and no unsafe or dangerous conditions are to be created. Implementation of existing regulatory requirements per the Cerritos Municipal Code Section 22.11.180 and 22.11.130, would be incorporated into development of the Project. Exterior lighting would be shielded to ensure direct glare and reflections are contained within the boundaries of the Project site consistent with the CerritosMunicipal Code.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Municipal Code requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanized environment. With implementation of the regulatory requirements per Municipal Code Section 22.11.180 and 22.11.130, included as PPP AES-1, impacts related to light and glare would be less than significant.

Plans, Programs, or Policies (PPPs)

PPP AES-1: Outdoor Lighting. All outdoor luminaires installed shall be appropriately located and adequately painted, shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way, and shall be shown on electrical plans submitted to the Building and Safety Division for plan check approval and shall comply with the requirements of Municipal Code Section 22.11.180 and 22.11.130.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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 project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 proposed Project site is currently developed with an existing industrial building. The Project would demolish the existing building to develop a new single-story, 35-foot-tall tilt up warehouse. There are currently no agricultural activities within or adjacent to the Project site. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. The Project site has a General Plan designation of Light Industrial with an Area Development Plan 1 (ADP-1) Cerritos Industrial Park overlay. In addition, the Project site is identified as "Other Land" by the California Department of Conservation's California Important Farmland Finder (FMMP, 2022). Thus, there would be no impacts related to the conversion of Farmland from the proposed Project.

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

No Impact. The Project site has a General Plan designation of Light Industrial with an Area Development Plan 1 (ADP-1) Cerritos Industrial Park overlay. The Project site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. In addition, the Project site is identified as "Other Land" by the California Department of Conservation's California Important Farmland Finder (FMMP, 2021). Therefore, redevelopment of the site for industrial uses would not have an impact on agricultural zoning or a Williamson Act contract, and 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 developed and located in an industrial area of the City. There are no forest lands or resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timber land or used for foresting. As such, development of the proposed Project would not have an impact on forest land or resources.

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

No Impact. The Project site is developed and located in an industrial area of the City. There are no forest lands or resources on or in proximity to the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impact would occur to forest land or timberlands.

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 proposed Project includes the demolition of the existing industrial building and the construction of a new industrial building consistent with the land use designation and zoning of the Project site.

As previously discussed within this section, development of the Project would not convert farmland or forest land. In addition, the Project site is identified as "Other Land" by the California Department of Conservation's California Important Farmland Finder. Based on the site location and its urban nature, the proposed Project would not cause conversion of farmland or forest land as the proposed Project would be developed consistent with the intended designated uses. Thus, no impact would occur.

Plans, Programs, or Policies (PPPs)
None.

Mitigation Measures
None.

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

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

Less Than Significant Impact. The Project site is located in the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the SCAB. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans (Consistency Criterion No. 2.). In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SCAB is in a non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB has a maintenance status for federal PM_{10} standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant (Consistency Criterion No. 1).

As discussed below in response to question 5.3 b), the emissions generated by construction and operation of the proposed Project would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. As such, the proposed Project would be consistent with Consistency Criterion No. 1.

The proposed Project would redevelop the site with a warehouse building comprised of a warehouse space, a mezzanine, 20 loading docks, and 97 associated vehicle parking spaces. The Project site has a General Plan Land Use Map designation of Light Industrial, ADP-1 and zoning of Industrial (M), ADP-1, Cerritos Industrial Park. The Project would develop the 7.21-acre site with a 159,627 SF warehouse building, replacing the existing 70,110 SF energy technology manufacturing building. The proposed Project would result in a net square footage increase of approximately 89,517 SF. The maximum allowed lot coverage for the Project site is 55 percent and the proposed lot coverage is 50.8 percent. Thus, although the Project would have a significant net increase in square footage, implementation of the Project would not exceed the growth assumptions for the Project site. As a result, the proposed Project would be consistent with Consistency Criterion No. 2. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

a) 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. The SCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB is designated as a maintenance area for federal PM_{10} standards. Any development in the SCAB, including the proposed Project could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, Sox, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass construction and operations thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
Nox	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
Sox	150	150
CO	550	550
Lead	3	3

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a

wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with Rule 403, included as PPP AQ-1 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, included as PPP AQ-2 which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. As shown in Table AQ-2, the California Emissions Estimator Model (CalEEMod) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	VOC	No_x	CO	SO_2	PM10	PM2.5
2022						
Demolition	1.4	35.5	25.9	0.1	3.4	1.4
Site Prep	1.3	33.8	23.6	<0.1	10.0	5.5
Grading	1.3	43.0	23.8	0.1	6.4	3.1
Building Construction	1.5	25.5	27.0	<0.1	2.3	1.3
Paving	1.3	20.1	15.1	<0.1	0.8	0.7
Architectural Coating	17.7	2.4	3.9	<0.1	0.3	0.2
Maximum Daily Emission	**19.2**	**43.0**	**25.9**	**0.1**	**10.0**	**5.5**
SCAQMD Significance Thresholds	*75*	100	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the truck loading dock area and use of landscape maintenance equipment.

Operational emissions associated with the proposed Project were modeled using CalEEMod Version 2020.4.0 land use emission model. The Project analysis was conducted assuming that 10 percent of building square footage would be refrigerated warehouse and the remaining 90 percent would be unrefrigerated warehouse. Emissions from operation of the proposed Project are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	VOC	NO_x	CO	Sox	PM_{10}	$PM_{2.5}$

Area	3.6	<0.1	<0.1	0.0	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	1.0	6.9	10.3	<0.1	2.6	0.7
Total Project Operational Emissions	**4.6**	**6.9**	**10.3**	**<0.1**	**2.66**	**0.7**
SCAQMD Significance Thresholds	*55*	*55*	*550*	150	*55*	150
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

b) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized No_x, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of No_x, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin and are provided based on the size of the Project site. The City is located within SRA 4 and 5; however, the Project site is located within SRA 5.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are residences across 166th Street approximately 720 feet to the south. The closest single-family residence is approximately 219 meters south of the Project boundary. As the existing residences are located further than 200 meters from the Project site, the 200-meter receptor distance is used for evaluation of localized impacts with a disturbed acreage of 3.5 acres.

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-4: Localized Significance Summary of Construction Emissions

Source	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	34.0	25.0	9.8	5.5
Localized Significance Thresholds	126.0	3,887.0	87.0	39.0
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)
Note: Source Receptor Area 4, based on a 3.5-acre construction disturbance daily area, at a distance of 200 meters from the project boundary.

CO= carbon monoxide
Nox= nitrogen oxides
PM2.5= particulate matter less than 2.5 microns in size
PM10= particulate matter less than 10 microns in size

Operation

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the warehouse facility. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

Table AQ-5: Localized Significance Summary of Operation Emissions

Source	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	<0.1	<0.1	<0.1	<0.1
Localized Significance Thresholds	126.0	3,887.0	21.0	10.0
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Construction and Operational Health Risk Assessment (HRA)

Construction HRA. A HRA (see Appendix A) was prepared to evaluate the proposed Project's construction- and operational-period health risks to offsite receptors. Potential cancer risk associated with construction of the proposed Project from equipment exhaust (including diesel particulate matter (DPM)) were estimated using a dispersion model to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). The assessment was conducted using the CARB exposure methodology with the air dispersion modeling performed using the USEPA dispersion model AERMOD.

Table AQ-6 provides a summary of the Construction HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's construction DPM emissions along with the SCAQMD health risk significance. As shown in Table AQ-6, the maximum cancer risk for the sensitive receptor MEI would be 2.7 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower at 0.63 in one million, but which would also not exceed the threshold. The total chronic hazard index would be 0.20 for the worker receptor MEI and 0.003 for the sensitive receptor MEI, which would both be below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. As these results show, all health risk levels to nearby residents from operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds. Less than significant health risks would occur from Project construction emissions.

Table AQ-6: Health Risks from Project Construction to Off-Site Receptors

Location	**Carcinogenic Inhalation Health Risk in One Million**	**Chronic Inhalation Hazard Index**	**Acute Inhalation Hazard Index**
Worker Receptor Risk	0.63	0.020	0.000
Sensitive Receptor Risk	2.7	0.003	0.000
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)
SCAQMD = South Coast Air Quality Management District)

Operational HRA. The Operational HRA evaluated the potential health risk to people living and working near the proposed Project associated with the exhaust of diesel-powered trucks and equipment during Project operations. The residential risk incorporates the risk for a resident from birth living in a nearby residence (assuming an increased risk due to the increased child breathing rate) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence).

The Operational HRA utilized three models: (1) EMFAC2021 for on-road vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; (2) the USEPA AERMOD air dispersion model to determine how the TACs would move through the atmosphere after release from sources both on site and on surrounding roadways; and (3) CARB's HARP2 model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the Project site.

As shown in Table AQ-7, the maximum cancer risk for the sensitive receptor MEI would be 0.94 in one million, which is less than the threshold of 10 in one million. The worker receptor risk would be lower at 0.12 in one million. The total chronic hazard index would be less than 0.001 for both the sensitive and worker receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. As these results show, all health risk levels to nearby residents from operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds. Less than significant health risks would occur from Project operation emissions.

Table AQ-7: Health Risks from Project Operation to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.12	0.000	0.000
Sensitive Receptor Risk	0.94	0.000	0.000
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Analysis (Appendix A)
SCAQMD = South Coast Air Quality Management District

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

Less than Significant. The proposed Project would not generate other emissions not described previously. The Project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed Project would develop and operate a light industrial warehouse, which would not involve the types of uses that lead to odors.

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction; no impact would occur.

It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-3) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed Project.

Plans, Programs, or Policies (PPPs)

PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

None.

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

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?

Less Than Significant with Mitigation Incorporated. The entire property has been developed with a single industrial structure surrounded by parking, various hardscape, and various landscaping features. According to the California Natural Diversity Database (CNDDB), a total of 10 sensitive species of plants and 42 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). As a result of the

Project site being fully developed, it is determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species due to the developed nature of the site.

The existing ornamental landscaping trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of Mitigation Measure Bio-1 (MM BIO-1) would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level. Therefore, with implementation of MM BIO-1 impacts would be reduced to a less than significant impact.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As stated above, the entire property has been developed with a single industrial structure surrounded by parking, various hardscape, and various landscaping features. Therefore, the Project site does not contain any drainage, riparian, or riverine features. In addition, there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from proposed Project implementation, and no mitigation is required.

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. As previously discussed, the Project site is fully developed for industrial uses and does not include any wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, the Project would not impact federally protected wetlands and no impacts would occur.

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

Less Than Significant with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, and is not adjacent to, any wildlife corridors. The Project site is fully developed and relatively flat with no hillsides or drainages existing on the site. Urbanized areas with industrial development surround the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The Project site contains ornamental trees, shrubs, and groundcover that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, if vegetation is

required to be removed during nesting bird season, MM BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of MM BIO-1, impacts related to nesting birds would be reduced to a less than significant level.

e) Conflict with any local policies or ordinances protecting biological resources?

Less than Significant Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. The Cerritos Municipal Code Chapter 9.75 defines "City Trees" and "Heritage Trees" as protected. A "City Tree" is located within any city park, city easement, parkway or on any other City-owned property; and a "Heritage tree" is located on City-owned property or city City easement which have been found to be of significance to the community or of notable historic interest and are so designated by action of the Property Preservation Commission. The Cerritos Municipal Code Section 9.75.190 states no City tree shall be removed unless authorized pursuant to the City tree removal policy. Furthermore, if the tree removal is authorized, the applicant is prohibited from removing the City tree. The City shall be responsible for removal.

The Project site contains approximately 15 ornamental trees along the frontages of Shoemaker Avenue and Moore Street. These trees are considered to be City Trees and are to remain in place as shown on Figure 3-3, *Landscape Plan*. The proposed landscape plan is preliminary and would be updated as necessary in the determination of existing City Trees in compliance with Cerritos Municipal Code Chapter 9.75 as determined by the City. Thus, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

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. As stated in the 2004 Cerritos General Plan EIR, the City is almost completely built out. Furthermore, the EIR states there are no areas within the City are included within any natural community conservation plans or other habitat conservation plans. The proposed Project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan, and therefore, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impacts would occur.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

MM BIO-1: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the applicant must conduct avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have

fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

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

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's lead agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As described by the Phase I Cultural Resources Assessment (Appendix B), the Project site is developed with an industrial building and has been extensively disturbed as early as the 1950s. Property research indicated a dairy or multiple dairies and associated structures likely once occupied the entirety of the property. According to building records and aerial photographs, the onsite building was built in 1987. As a result of the building being built after 1972, the building onsite is not of historic age and is not considered a historic resource. Additionally, a records search was conducted at the South Central Coastal Information Center (SCCIC) at CSU Fullerton on April 20, 2022. Based upon the records search results, no previously recorded cultural resources were identified within the Project site. In addition, the cultural resources survey was conducted on March 28 and April 6 of 2022 and determined the Project site was negative for the presence of cultural resources.

The Phase I Cultural Resources Assessment determined that based upon the existing development on the parcel which the historic development of the property, and the results of the record search, there is a less than significant potential for cultural resources to be present/disturbed by the proposed Project and no mitigation is required. In addition, no further study is recommended based upon the historical use of the property and the results of the field survey. As a result, the proposed Project would not result in direct impacts to any historic resources within the Project vicinity. Therefore, impacts related to unknown historical resources onsite would be less than significant

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

Less Than Significant. In its existing setting, the Project site is heavily disturbed, graded, and consists of landscaping, paved areas, and an industrial building. As described previously, the Project site has been previously disturbed from various past uses that involve grading, building construction and installation of utility infrastructure. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the SCCIC at CSU Fullerton (Appendix B). The SCCIC is the Countywide clearing house/repository for all archaeological and cultural studies completed within Los Angeles County. All pertinent data was researched within a one-mile radius surrounding the Project area. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that two cultural resources have been recorded within 0.8-mile of the Project area, with none of the previously recorded resources occurring onsite. The cultural resources surveys found no existing archaeological resources at the site. As discussed in the Phase I Cultural Resources Assessment, there is a very low potential for archaeological resources to be onsite. As a result, the potential for archaeological resources existing on site that would be impacted by development of the proposed Project is considered less than significant. Therefore, Project-specific mitigation is not required and no further archaeological studies are required. As a result, impacts related to historical and archaeological resources are less than significant.

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

Less Than Significant Impact. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that impacts to human remains would be less than significant.

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. Should human remains or funerary objects be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body (within a 100-foot buffer of the find) until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner

or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of being granted access to the site.

Mitigation Measures

None.

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

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

Less than Significant. An Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A) was prepared for the Project that analyzed the Project's energy use during construction and operation. The analysis was based on CalEEMod modeling, which quantifies energy use for project operations. Based on the information provided by the Applicant, construction of the proposed Project is anticipated to begin in July 2023 and occur for 10 months. The fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2024) of the proposed Project based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB's EMFAC2021 model. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMFAC2021 model. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Los Angeles County. Energy use of the proposed Project was analyzed as a whole on an annual basis.

Construction

During construction, the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed industrial development and the associated infrastructure are not expected to result in demand for fuel greater on a per-development basis than other development projects within Los Angeles County. Table E-1below details the construction fuel and gasoline usage over the Project's construction period.

Table E-1: Construction Equipment Fuel Usage

Energy Type	Total Energy Consumption	Percent Increase Countywide
Diesel Fuel (total gallons)	46,176.2	<0.01
Gasoline (total gallons)	22,895.7	<0.01

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

As indicated in Tables E-1, the Project would consume approximately 46,176.2 gallons of diesel fuel and approximately 22,895.7 gallons of gasoline during construction. Based on fuel consumption obtained from EMFAC2021, approximately 3,985 million gallons of gasoline and approximately 600 million gallons of diesel fuel will be consumed from vehicle trips in Los Angeles County in 2022. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Los Angeles County by less than approximately 0.01 percent for diesel fuel usage and by less than approximately 0.01 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Los Angeles County's overall use of the State's available energy resources. 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 the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The proposed Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. Therefore, fuel consumption during construction would not be inefficient, wasteful, or unnecessary and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas and gasoline. Operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 43,693.0 gallons of diesel fuel, approximately 1,399,000 British thermal units (BTU) of natural gas, and approximately 830,555 kilowatt-hours (kWh) of electricity. Additionally, the Project would result in 31,861.9 gallons of gasoline used annually.

Table E-2: Project Annual Operational Energy Demand Summary

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption (kWh/yr)	830,555.0	<0.01
Natural Gas Consumption (therms/year)	1,399.0	<0.01
Automotive Fuel Consumption		
Gasoline (gallons/year)	31,861.9	<0.01
Diesel Fuel (gallons/year)	43,693.0	<0.01

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Analysis (Appendix A)

As described in the Energy Analysis (Appendix A), total electricity demand in Los Angeles County in 2020 was approximately 65,649.9 GWh (65,649,878,013 kWh). When compared to Table E-3, the estimated potential increase in electricity demand associated with the operation of the proposed Project is 830,555.0

kilowatt-hours (kWh) per year. Therefore, operation of the proposed Project would increase the annual electricity consumption in Los Angeles County by less than 0.01 percent.

As shown in Table E-2, the estimated potential increase in natural gas demand associated with the proposed Project is 1,399. Thousands BTU or 13.99 therms per year. As described in the analysis, the total natural gas consumption in Los Angeles County in 2020 was approximately 2,936.7 million therms (2,936,687,098 therms). Therefore, operation of the proposed Project would negligibly increase the annual natural gas consumption in Los Angeles County by less than 0.01 percent.

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As previously stated, the Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the proposed Project would include the following sustainability features: interior and exterior LED light fixtures, solar roofs per CALGreen Code requirements, and EV chargers for up to 2 percent of auto parking.

As shown in Table E-2, fuel use associated with the vehicle trips generated by the proposed Project is estimated at 31,861.9 gallons of gasoline and 43,693.0 gallons of diesel fuel per year. The analysis conservatively assumes that all vehicle trips generated as a result of Project operation would be new to Los Angeles County. Based on fuel consumption obtained from EMFAC2021, approximately 3,985 million gallons of gasoline and approximately 600 million gallons of diesel fuel will be consumed from vehicle trips in Los Angeles County in 2022. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Los Angeles County by less than 0.01 percent for gasoline fuel usage and approximately less than 0.01 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

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

Less than Significant. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the CCR. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency standards. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. The Project shall be designed in compliance with current Title 24 requirements as adopted by the City. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) Expose people or structures to 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?

Less Than Significant Impact. A Geotechnical Investigation was conducted by Southern California Geotechnical, Inc. (SCG) for the Project site (see Appendix C). As described in the Geotechnical Investigation, the Project site is within a seismically active zone. Because the Project site is in a seismically active region of Southern California, occasional seismic ground shaking is likely to occur within the lifetime of the proposed Project. However, according to the California Department of Conservation and the California Geologic Survey, the Project site is not within an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the Newport Inglewood Fault, which is located approximately 8 miles southwest of the site. As the Project site does not contain an earthquake fault, it would not expose people or structures to substantial adverse effects in an area with a state-designated Alquist-Priolo Earthquake Fault Zone. Thus, impacts would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. As mentioned previously, the Project site is located within a seismically active region of Southern California. The closest active fault is the Newport Inglewood Fault, which is located approximately 8 miles southwest of the site. Thus, strong seismic ground shaking has a high likelihood of occurring at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, which consist of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]). Per the City's General Plan Safety Policy SAF-2.2, building code standards are enforced and maintained so that new development shall be located, designed and operated to reduce the effects of a seismic event. Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur with soils of higher porosity (i.e., clay) become saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. The Geotechnical Investigation (included as Appendix C) conducted for the Project site found that groundwater underlying site is at a depth of greater than 15 feet. However, according to the City's General Plan Safety Element Exhibit SAF-4: *Potential Liquefaction Areas*, the Project site is located in an area mapped for susceptibility to liquefaction. As described in the Geotechnical Investigation (Appendix C) prepared for the Project, the site-specific liquefaction evaluation indicated that some potentially liquefiable soil layers are present between depths of 8 and 50 feet. These liquefiable layers are expected to be located within the zones of influence for conventional shallow foundations for the new building. Thus, the soils underlying the Project site would be considered at risk for liquefaction.

As recommended in the Geotechnical Report, specialized ground improvement techniques and/or conventional remedial grading techniques (with potential for dewatering) should be implemented to reduce the liquefaction potential of liquefiable soils within the foundation influence zones and reduce potential

dynamic settlements to within tolerable limits. Such techniques would reduce impacts. Mitigation Measure MM-GEO-1 would require all grading and foundation plans be prepared by a Civil and Structural Engineer, and reviewed and approved by the City's Community Development Department and a qualified Geotechnical Engineer. With implementation of MM GEO-1, impacts would be reduced to than less than significant level. Furthermore, in the General Plan, Goal SAF-2, ensures building code standards including the California Building Code (CBC) are enforced and maintained within the City so that new development including the Project is located, designed and operated to reduce effects of a seismic event, including liquefaction to a less than significant level. Therefore, with adherence to these requirements as set forth in the Geotechnical Investigation (Appendix C), and implementation of MM GEO-1, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

iv. Landslides?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site and the adjacent parcels are developed, flat and do not contain any hills or steep slopes, and no landslides on or adjacent to the Project site would occur. Thus, there would be no impact.

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

Less Than Significant Impact. The proposed Project includes the demolition of an existing industrial building and the construction of a new industrial building consistent with the land use designation of the Project site. The Project would involve earthmoving activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Municipal Code Section 6.32.050 (Storm Water and Runoff Pollution Prevention Controls). To comply, all graded areas must be protected from erosion through slope stabilization methods such as planting, walls, or netting. Interim erosion control plans shall be required, certified by the Project engineer, and reviewed and approved by the Public Works Department.

The proposed Project would also be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs). BMPs may include a combination of mitigative construction methods to reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Additionally, the Construction General Permit (Construction General Permit Order 2009-0009-DWQ) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. Through compliance with City Municipal Code stormwater management requirements, Regional Water Quality Control Board (RWQCB) SWPPP requirements, and installation of BMPs, which would be ensured by the Cerritos Project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of landscaping surrounding the industrial building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water would not exist upon operation of the proposed Project. In addition, as described in Section 5.10, *Hydrology and Water Quality*, the hydraulic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant with Mitigation Incorporated. The proposed Project site is located within a seismically-active area. As stated within Response *5.7*(a)(iii), impacts related to liquefaction would be mitigated to a less than significant level with compliance with the CBC and MM GEO-1 and as demonstrated in Response *5.7*(a)(iv), the Project site would not be subject to earthquake-induced landslides. As determined in the Geotechnical Investigation, due to soil composition and existing conditions, impacts from subsidence and lateral spreading are considered low and not a design concern for the Project. However, the Project would be required to comply with MM GEO-1 and all new structures would conform to existing Municipal Code and CBC requirements in order to minimize the potential for hazards due to unstable soils. As described previously, compliance with the requirements of the CBC, implementation of MM GEO-1, and related recommendations in the Geotechnical Investigation related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, resulting in a reduction of potential impacts related to liquefaction, settlement, and ground collapse to a less than significant level.

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

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation, included as Appendix C, included an evaluation of the potential for expansive soils at the site and expansion index testing was performed on select samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. The results of expansion index testing indicated that near surface soils possess expansion potential. Based on the presence of potentially expansive soils, the Geotechnical Investigation concluded soil moisture content within all subgrade soils and fill soils should be properly maintained and additional expansion index testing be conducted at the completion of rough grading to verify the expansion potential of the graded building pad. MM GEO-2 would require additional soil expansion index testing of soils after rough grading to vary the expansion potential of the as graded pad. In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant with implementation of MM GEO-2.

***d)* 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 proposed Project would connect to existing City sewer lines within Shoemaker Avenue, and the Project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed Project.

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

Less than Significant Impact with Mitigation Incorporated. The proposed Project would demolish the existing industrial building on the Project site and develop an industrial warehouse building. The Project would include earthmoving activities, such as grading, with the potential to disturb previously unknown paleontological resources. The Paleontological Assessment (Appendix E) describes that the Project site is

underlain by undivided younger silty Holocene age alluvial fan and valley deposits which were described as unconsolidated gravels, sands, and silts, and has an estimated thickness in the vicinity of the Project at approximately 200 feet. The paleontological survey, conducted on March 28 and April 6, 2022, did not identify any visible resources or evidence of paleontological resources onsite.

In addition, the record search completed as part of the Paleontological Assessment was conducted through the Natural History Museum of Los Angeles County (NHMLAC) on April 9, 2022. The search did not yield any paleontological resources localities within the Project vicinity. However, the Paleontological Assessment suggests that there are documented paleontological resources 2 miles southwest of the Project site at a depth of 10 feet. Due to the potential to reach depths of 10 feet during Project grading activities there is a potential to uncover unknown resources. As such, the Paleontological Assessment recommends part-time monitoring during grading activities at a depth of eight feet below the surface, consisting of brief spot checks by a qualified paleontologist as stated in below in MM GEO-3. If such resources our uncovered, further steps would be taken to preserve such resources. With the implementation of MM GEO-3, impacts to paleontological resources during construction activities would be avoided and impacts would be less than significant with mitigation incorporated.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

MM GEO-1: Grading and Foundation Seismic Design: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the City's Community Development Department, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Investigation prepared for the proposed Project by Southern California Geotechnical, Inc. are properly incorporated and utilized in the Project design.

MM GEO-2: Soil Expansion Index Testing: Prior to issuance of a building permit and after completion of rough grading, the project applicant shall submit a soil expansion index test of the rough graded building pad to confirm expansion potential is within acceptable limits. Further soil remediation shall be performed if the index test warrants such action.

MM GEO-3: Paleontological Monitoring: Part-time paleontological monitoring for the Project site would be required during grading activities at a depth of 8 feet below the surface. The schedule for part-time monitoring would consist of brief "spot checks" (one to three hours) two to three times per week. The monitoring schedule may be adjusted by the Project paleontologist based on observations of the geology and stratigraphy at the Project. If significant fossils are found, full-time monitoring for paleontological resources is warranted. Per the Paleontological Assessment, a Paleontological Mitigation Monitoring and Reporting Program would be implemented as described per recommendations in the assessment.

If a fossil(s) is found at shallower depths less than eight feet, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and a qualified, project-level paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, full-time monitoring should be initiated at the project.

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

GHG Thresholds

SCAQMD: SCAQMD does not have approved thresholds for determining the significance of a project's greenhouse gas (GHG) emissions; however, SCAQMD does have draft thresholds that provide a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Residential and Commercial land use: 3,000 MTCO2e per year
    - Industrial land use: 10,000 MTCO2e per year
    - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed use: 3,000 MTCO2e per year
- Tier 4 has the following options:
    - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
    - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

However, the SCAQMD's thresholds are based on outdated goals and data from the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan. The project would begin operations after 2020, therefore the numerical screening threshold of 3,000 MT CO2e and the efficiency target of 4.8 MT CO2e/yr per service population would need to be adjusted to reflect the State's post-2020 GHG reduction goals. Consequently, the assessment of Project GHG impacts was based on a scaled threshold consistent with State goals detailed in SB 32, EO B-30-15, and EO S-3-05 to reduce GHG

emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, for year 2024 when the proposed project is anticipated to be operational. A numerical screening threshold of 2,520 MT CO2e/yr was calculated for the buildout year of 2024 based on the current GHG reduction goals, and this threshold was used to assess project GHG emissions impacts.

In addition, SCAQMD methodology for a project's construction emissions are to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above (Appendix A).

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

Less Than Significant Impact. Construction activities produce combustion GHG emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust GHG emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed industrial warehouse would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the Project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions. As shown, GHG emissions of 1,140.2 $MTCO_2e$/yr would be less than the adjusted SCAQMD threshold of 2,520 $MTCO_2e$/yr. Therefore, based upon SCAQMD's adjusted screening threshold, impacts related to GHG emissions would be less than significant.

Table GHG-1: Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Area Sources	<1.0
Energy Sources	155.6
Mobile Sources	771.4
Waste Sources	75.5
Water Sources	121.8
Total Project Gross Operation Emissions	**1,124.3**
Amortized Construction Emissions	15.9
Total Annual Emissions	**1,140.2**
Significance Threshold	2,520
Threshold Exceeded?	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

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

Less Than Significant Impact. The Project involves the demolition of the existing light industrial warehouse and construction of a 159,627 SF industrial warehouse at the Project site. As analyzed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A), the City has not adopted a GHG Reduction Plan or Climate Action Plan. However, the proposed Project would need to be consistent with the goals of AB 32, AB 32 Scoping Plan, AB 197, SB 32, and EO B-30-15. The measures applicable to the proposed Project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

AB 32 is aimed at reducing GHG emissions to 1990 levels by 2020. The AB 32 Scoping Plan, prepared by CARB, includes the GHG reduction actions for direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. CARB released a second update to the Scoping Plan, to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps the State on the path toward achieving the 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. In addition, AB 197 is intended to provide easier public access to air emissions data that are collected by CARB.

As stated previously, the proposed Project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. In addition, the proposed Project would include interior and exterior LED light fixtures, solar roofs per CALGreen Code requirements, and EV chargers for up to 2 percent of auto parking. Therefore, the proposed Project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed Project would be required to comply with the latest Title 24 standards of the CCR, which includes a variety of different measures, including reduction of wastewater and water use. In addition, the proposed Project would include water-efficient plumbing fixtures and drought-tolerant landscaping. Therefore, the proposed Project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed Project would not conflict with the identified transportation and motor vehicle measures.

As such, the proposed Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32 and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, implementation of the proposed Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas and impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less Than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 – Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a SWPPP, which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP WQ-1 herein) and enforced by the Los Angeles RWQCB. The SWPPP would include strict onsite hazardous materials handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment to less than significant.

Operation

The Project site would be developed with a light industrial warehouse building. Depending on the specific nature of the business operations, potential use of various types and quantities of hazardous materials would be used including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and Los Angeles County County Department of Environmental Health.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazards and hazardous materials results in less than significant impacts related the routine transport, use, and disposal of the hazardous materials.

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

Less Than Significant Impact.

Construction

Accidental Releases. The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts. Conversely, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In August 2021, EFI Global, Inc. completed a Phase I Environmental Site Assessment (Phase I ESA) of the Project site (Appendix F). The Phase I ESA included an environmental data search, site inspection, interviews, and historical research into the past uses of the property. The assessment concluded that there was no evidence of recognized environmental conditions (RECs) and no further investigation is recommended.

Operation

Operation of the proposed industrial warehouse and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future uses of the industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts would be less than significant.

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

Less Than Significant Impact.

Whitney High School is located approximately 0.3-mile from the Project site. As noted in Sections 5.9(a) and 5.9(b), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, 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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. A review of the State Water Resources Control Board's (SWRCB) GeoTracker and the California Department of Toxic Substances Control's (DTSC) EnviroStor databases indicated that the Project site is not listed as a site with known or suspected contamination (SWRCB, 2022; DTSC, 2022). Therefore, no impact would occur as a result of implementation of the Project.

d) For a project 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 for people residing or working in the project area?

No Impact. The proposed Project site is located approximately 4.25 miles west of Fullerton Municipal Airport and is outside the boundaries of the Airport Environs Land Use Plan for Fullerton Municipal Airport. Additionally, the proposed industrial development would be a maximum of 35 feet in height at the parapet. The proposed industrial development is not of a sufficient height to require modifications to the existing air traffic patterns at the airport and would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. Therefore, the proposed Project would not result in an impact to an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the Project area.

e) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction
Proposed construction activities including equipment and supply staging and storage would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The Project would utilize the three existing driveways and connections to existing infrastructure systems would be implemented during construction of the proposed Project. Thus, Project construction would not require closure of Shoemaker Avenue and Moore Street. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate traffic management measures to facilitate vehicle circulation as would be specified in the Project's construction permit. Thus, implementation of the Project governed by the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation
The City prepared a *Multi-Hazard Functional Plan* which outlines requirements for emergency access and standards for emergency responses. Furthermore, the City also complies with the *Los Angeles County Emergency Management Plan.*

Direct access to the Project site would be provided from Shoemaker Avenue by two driveways and Moore Street by one driveway. The Project driveways and internal access would be reviewed as part of the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

Less than Significant Impact. The Project site is within an urbanized industrial area of the City. Furthermore, the City is almost completely developed and no wildlands exist within the City. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area (CAL FIRE 2021). As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and no impacts would occur.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less Than Significant Impact.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Adherence to the existing requirements and implementation of the appropriate BMPs are governed by the City's construction permitting process. The BMPs would ensure that the Project would not violate any water quality standards or waste discharge requirements, and potential water quality degradation associated with construction activities would be minimized, resulting in a less than significant impact.

Operation

The Project site is currently developed with a single-story tilt-up light manufacturing building totaling approximately 70,110 SF. The proposed Project would include demolition of the existing building and redevelopment of the site with a new one-story tilt-up 159,627 SF warehouse building, resulting in the addition of approximately 90,000 SF of industrial use. Operation of the proposed Project would increase the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, the proposed Project would be required to incorporate a Low Impact Development (LID) Plan with post-construction (or permanent) site design, source control, and treatment control BMPs. The site design would utilize an underground retention and treatment system to retain and treat stormwater flows prior to discharge into the City's stormwater drains located in Shoemaker Avenue and Moore Street.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts, and treatment control BMPs would treat stormwater runoff. For the purposes of stormwater quality, an underground infiltration system is proposed. All runoff would be collected in a series of catch basins and piped to the underground stormwater retention basin proposed in the western portion of the Project site. The

underground basin is designed to act as a clarifier for pre-treatment prior to flows being redirected into the City's stormwater system. The proposed stormwater system would have capacity to accommodate the 2-year 1-hour storm event by providing 26,027 cubic feet (CF) of total storm water volume, 101.4 percent of the required design capture volume (DCV) of 25,562 CF. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

Implementation of the operational source and treatment control BMPs outlined in the LID (Appendix D) would be ensured through the City's permitting and approval process. With implementation of these BMPs, potential pollutants would be minimized, and implementation of the proposed Project would not substantially degrade water quality. Impacts would be less than significant.

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

Less Than Significant Impact. The proposed Project is located within the Coastal Plain of Los Angeles Groundwater Basin. Development of the proposed Project would introduce approximately 31,236 SF of additional impervious surfaces to the site over and above existing conditions. The Project would include 50,645 SF of landscaping that would capture and infiltrate stormwater onsite. The remaining runoff would be discharged to an onsite storm drain system that would convey runoff to an underground detention basin system that would capture, filter, and release runoff into the City's storm drain system. The Project would result in an increase of approximately 9.9 percent imperviousness compared to existing conditions of the Project site. Further, the Central Basin is adjudicated and managed by the Water Replenishment District (WRD), who oversees the sustainable recharge and pumping of the groundwater basin. The Project would not be in violation of existing groundwater recharge or pumping requirements and restrictions.

The Project site currently supports an industrial facility. The Project would redevelop the site with a new industrial building approximately 90,000 SF larger than the existing building. The Project would likely require additional water resources for operation. As indicated in the City's 2020 Urban Water Management Plan (UWMP), the City is within the Central Basin and receives its potable water from three wells located throughout the City, receives imported water Central Basin Municipal Water District (CBMWD), and receives imported recycled water from the Sanitation District of Los Angeles County (LACSD). As further discussed in Section 5.19, *Utilities & Service Systems,* the Project would be within projected demand for the CBMWD. Additionally, as mentioned previously, the groundwater basin is adjudicated, and groundwater pumping is managed by WRD. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact.

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 substantially increase the rate or amount of surface runoff in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. Approximately 7.21 acres would be disturbed as part of Project construction. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included in PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous response above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting

process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The Project site consists of an industrial warehouse building on a developed property. The Project site does not contain any drainage, riparian, or riverine features. Development of the proposed Project would introduce approximately 31,236 SF of additional impervious surfaces to the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement the BMPs contained in the LID which would provide operational BMPs to ensure that operation of the warehouse would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

ii. **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

Less Than Significant Impact. As discussed in Section 5.10(a) above, during construction, a SWPPP would be implemented to control drainage and maintain drainage patterns across the proposed Project. As discussed in the LID Plan (Appendix D) existing drainage patterns into the City's storm drains will remain unchanged, however the Project will increase in imperviousness from approximately 237,071 SF to 268,307 SF. Although this Project would result in an approximately 9.94 percent increase in potential runoff, the proposed Project would provide LID infiltration BMPs. The BMPs would capture 26,027 cubic feet (CF) of total storm water volume, which would provide 101.4 percent of the required Design Capture Volume (DCV).

As discussed in the LID Plan prepared for the proposed Project (Appendix D), drainage runoff from the Project site would be adequately handled by the proposed Project's drainage system. Onsite drainage would be captured by catch basins and routed to a detention system sized for the 24-hour, 85th percentile volume. The detention system would flow to a treatment vault where it would be treated and released. The detention system would overflow directly into the City's existing storm drain system. Therefore, the Project would not result in flooding on- or off-site, and impacts would be less than significant.

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

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction. As a result, pollutants would not discharge from the Project site, reducing potential impacts to the drainage systems and water quality to a less than significant level.

See response to Section 5.10 I(ii), above. The proposed Project would introduce approximately 31,236 SF of impervious surfaces to the Project site. Proposed stormwater facilities would provide capacity to treat and detain the 24-hour, 85th percentile storm event, or 26,027 cubic feet of total storm water volume. Onsite drainage would be sized to approximately 101.4 percent of the required DCV. The detention system would flow to a treatment vault provided where it would be treated and released into the City's existing storm drain system. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

iv. **Impede or redirect flood flows?**

Less Than Significant Impact. According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1

foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the proposed Project would not impede or redirect flood flows, and impacts would be less than significant.

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

Less Than Significant Impact. As discussed in Response 5.10 c)(iv), the Project site is classified as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Project construction would require the use and transport of hazardous materials. However, a SWPPP would be prepared and the LID BMPs would be implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction. Post construction stormwater infrastructure would capture and treat storm flows up to the 24-hour, 85th percentile storm event. Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone. Furthermore, the Project is not within a dam inundation area as shown on Exhibit 4.8-2, *Dam Inundation Areas*, within the City's General Plan EIR.

The Project site is located approximately 9.8 miles northeast of the Pacific Ocean. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water is the Whittier Narrows Dam, approximately 10 miles to the north and the Prado Dam, approximately 23.5 miles to the east. The Project site is not within vicinity of any impounded bodies of water; therefore, the Project is not at risk of a seiche. Therefore, impacts would be less than significant.

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

No Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement the source control BMPs contained in the Project's LID to minimize the introduction of pollutants and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

As indicated in the City's 2020 UWMP, the City is within the Central Basin and receives its potable water from three wells located throughout the City, receives in addition to imported water from CBMWD and LACSD. As indicated in the UWMP and as further discussed in Section 5.19, *Utilities & Service Systems,* the Project would be within projected demand for the CBMWD. The groundwater basin is adjudicated and is exempt from the requirements of developing a Groundwater Sustainability Plan (GSP). Therefore, the Project would result in a less than significant impact and would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Plans, Programs, or Policies (PPPs)

PPP WQ-1: Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 6.32. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to

limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

Mitigation Measures

None.

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

a) Physically divide an established community?

No Impact. The Project site is currently occupied by an industrial development. The site is surrounded by existing roadways and industrial uses. The Project is consistent with the underlying Light Industrial, ADP-1 land use designation and Industrial (M), ADP-1 zoning. The Project does not involve development of roadways or other infrastructure that could divide a community. The Project site is in an area with established industrial development, and there are no residential uses within the immediate vicinity. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

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

Less Than Significant Impact. The documents regulating land use for the Project site and immediate vicinity are the City's General Plan and the Cerritos Municipal Code. The proposed Project's relationship to these planning documents is described below.

Municipal Code. The Project site is currently zoned Industrial (M) with an ADP-1, Cerritos Industrial Park overlay. The ADP-1, Cerritos Industrial Park permitted uses include manufacturing-plant and manufacturing office. Warehousing and wholesaling are uses conditionally permitted under the manufacturing-plant type use, subject to the criteria and limitations of Municipal Code Section 22.11.130 and other conditions the Planning Commission deems necessary to realize the intent of the development code. As the proposed Project would develop a warehouse building with an approved Conditional Use Permit, it would be consistent with the ADP-1 zoning and no conflict would occur.

General Plan. The Project would be required to comply with the goals and policies of the City General Plan. As shown in Table LU-1, the proposed Project would be consistent with the land use designation, goals, and policies of the City of Cerritos General Plan. As such, no impact related to General Plan inconsistency would occur.

Regional Transportation Plan/Sustainable Communities Strategy
The Project would be required to comply with the goals and policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As shown in Table LU-2, the proposed Project would be consistent with the goals and policies of the plan. As such, no impact related to regional plan inconsistency would occur.

Table LU-1: Cerritos General Plan Consistency

Policy	Consistency
Goal LU-1: Preserve, promote and protect the existing high quality physical development that characterizes the City and quality of life within the City of Cerritos.	**Consistent.** The Project would be built to high quality standards and design consistent with the Light Industrial designation and ADP-1 zoning.
Policy LU-1.1: Encourage high-quality design and construction for development that is a positive addition to and compatible with the City's existing ambiance. Development shall enhance the character and unique identity of existing commercial, industrial and/or residential uses. Development shall be defined to include landscaping, parking, lighting, business identification signs and buildings.	**Consistent.** As shown on Table AES-1, the proposed Project would be consistent with the development standards for Light Industrial designation and ADP-1 zoning.
Policy LU-1.2: Encourage developers to engage in early discussions with the City regarding the design, nature and scope of the project and possible impacts and mitigation requirements. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.	**Consistent.** The Project would mitigate impacts determined to be significant on the environment, including noise, traffic, emissions, and stormwater runoff, as identified in each environmental topic section of this document. Measures have been reviewed by the City to ensure impacts are fully mitigated.
Policy LU-1.3: Promote high-quality, well designed, environmentally conscious and verdant landscaping in new and existing developments.	**Consistent.** The Project includes a landscape plan of which will ensure the Project Site will be landscaped and maintained.
Goal LU-2: Provide a balance of residential and non-residential development throughout the City	**Consistent.** The Project would work toward to goal by providing a new industrial warehouse within the Cerritos Industrial Park by removing an existing vacant industrial warehouse.
Policy LU-2.1: Achieve a land use balance through the following methods: • Provision of incentives for desired commercial and industrial uses; • Coordination of land use and circulation patterns to ensure proper circulation capacity • and infrastructure; • Promotion of a variety of housing types and affordability to meet the development goals • of the Housing Element; and • Provision of needed housing opportunities to support employment growth.	**Consistent.** The Project proposes the development of a 159,627 SF warehouse building including 9,000 SF of office space on a 7.21-acre site to support employment growth.
Policy LU-2.3: Coordinate City strategies with Los Angeles County, Gateway Cities Council of Governments and other appropriate agencies and/or organizations to meet housing and employment needs.	**Consistent.** The Project proposes the development of a 159,627 SF warehouse building including 9,000 SF of office space on a 7.21-acre site to support employment needs for the City of Cerritos and County of Los Angeles.
Policy LU-2.4: Attract and maintain land uses that generate revenue for the City of Cerritos, while maintaining a balance of other community needs such as housing, open space and public facilities.	**Consistent.** Although the Project would remove an existing industrial building that previously generated revenue, the Project would redevelop

	the site with a larger 159,627 SF warehouse building, thereby generating increased revenue.
Policy LU-2.5: Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, circulation patterns, environmental constraints and compatibility with surrounding land uses.	**Consistent.** The Project is being evaluated through the CEQA process in coordination with the City, regarding the requested discretionary actions to permit the Project's conditional land use. As shown on Table AES-1, the proposed Project would be consistent with the development standards within the ADP-1.
Goal LU-4: Adjacent land uses shall be compatible with one another.	**Consistent.** The Project is within the Cerritos Industrial Park surrounded by similar industrial development.
Policy LU-4.2: Ensure that any land use that handles, generates and/or transports hazardous substances, as defined by state and federal regulations, will not negatively impact existing sensitive receptors/land uses.	**Consistent.** As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment to less than significant.
Goal LU-5: Rehabilitate and/or remove abandoned buildings/facilities.	**Consistent.** The Project would remove an industrial building and build a new larger industrial warehouse building.
Policy LU-5.1: Require property owners to remove abandoned and/or boarded up buildings and related site improvements.	**Consistent.** The Project would remove a vacant industrial use building and develop a new, larger building with a similar use.
Goal LU-6: Remove incompatible and non-conforming uses that detract from the aesthetics and safety of the community.	**Consistent.** The existing industrial use is compatible with surrounding uses within the Cerritos Industrial Park. The Project would construct a new industrial building that would improve the aesthetics and safety of the community.
Policy LU-6.1: Encourage compatible land uses to locate in appropriate areas of the City.	**Consistent.** The Project is light industrial in an area within the Cerritos Industrial Park. The Project is surrounded by similar industrial uses.
Goal LU-7: Promote infill development on vacant or underutilized parcels.	**Consistent.** The Project would redevelop an underutilized parcel, resulting in a new and larger warehouse building.
Policy LU-7.1: Ensure that infill projects contribute to the further development of the surrounding neighborhood (e.g., improve circulation, contribute to or provide neighborhood unity, eliminate a blighted area and enhance the existing quality of life).	**Consistent.** The Project would redevelop an underutilized site, resulting in a new, larger industrial development in the Cerritos Industrial Park that contains similar industrial uses.
Policy LU-7.2: Design infill projects in context with adjacent neighborhood and surrounding uses. The design should consider the existing scale and character of surrounding structures, and should blend rather than compete with the established character of the area.	**Consistent.** The Project would redevelop and underutilized site, resulting in an aesthetic design in context with the light industrial uses within ADP-1. The scale and character of the Project would blend with the established character of the area through design and color schemes of the ADP-1.

Goal LU-9: Maintain the existing character of residential neighborhoods by controlling development.	**Consistent.** The Project would be required to comply with existing industrial development requirements per the ADP-1 zoning and would therefore not impact residential neighborhoods to the south beyond Cerritos Industrial Park.
Policy LU-9.6: Allow development only with adequate physical infrastructure (e.g., transportation, sewers, utilities, etc.) and social services (e.g., education, public safety, etc.).	**Consistent.** The Project would not be required to implement infrastructure improvements because existing infrastructure would serve the Project as discussed in Sections 5.15, Public Services, and 5.19, Utilities Services.
Goal LU-13: Reduce the visual impact of new construction and/or remodeling on the City and its neighborhoods.	**Consistent.** The Project will include construction barriers to prevent trespass and contain dust and other construction debris. These barriers would reduce the visual impact of new construction.
Policy LU-13.1: Review all development applications in light of the overall mass and scale of the intensity.	**Consistent.** The Project is being evaluated through the City's permitting process, including review the overall mass and scale of the intensity.
Policy LU-13.2: Increase building setbacks as mass and height increase.	**Consistent.** The Project includes various setbacks from the curb face along Shoemaker Avenue and Moore Street, and from adjacent development to the north and east to allow for landscaping, parking, lighting, and building development.
Goal CD-2: Create an attractive street environment that will complement private and public properties, create beauty within the public right-of-way, and be comfortable for residents and visitors.	**Consistent.** As stated, Project would redevelop an underutilized parcel with an existing industrial building, which would be removed to develop a new light industrial warehouse building and site landscaping.
Policy CD-2.6: Provide sidewalks and landscaping with an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.	**Consistent.** As discussed in Section 5.1, the proposed Project would install landscaping onsite and along boundaries in accordance with setback requirements for adjacent streets and related site development standards.
Policy CD-2.11: Continue to require undergrounding of utilities on private property.	**Consistent.** The Project would include connections to existing underground utilities. New above ground utilities would not be constructed as part of the Project.
Goal CD-3: Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.	**Consistent.** The Project would include demolition of an existing industrial building and construct a new tilt-up warehouse building. As shown on Table AES-1, the proposed Project would be consistent with the ADP-1 General Plan land use and zoning designation. As shown in Figure 3-2, *Elevations,* the Project would be consistent with surrounding industrial buildings. Additionally, the proposed building would include enhanced landscape design, as further discussed in Section 5.1.
Policy CD-3.1: Continue to place a high priority on quality architecture, landscape, and site design to enhance the image of Cerritos, and create a vital and attractive environment for businesses, residents and visitors.	**Consistent.** The Project proposes to demolish an existing industrial building and other site improvements to construct a new light industrial warehouse. The Project would be consistent with the development standards for the ADP-1 land use and zoning.

Policy CD-3.6: Encourage quality architectural design to maintain and enhance the City's identity and inspire creativity.	**Consistent.** The Project proposes to demolish an existing industrial building and other site improvements to construct a new light industrial warehouse. The Project would be consistent with the development standards for the ADP-1 land use and zoning.
Goal CD-5: Create a safe place to live, work and play by incorporating public safety considerations into community design.	**Consistent.** As shown on Figure 3-1, the Project would provide security gates in order to limit access to truck loading areas and would provide security lighting throughout the site. Furthermore, Project plans will be reviewed by the Cerritos police (Sherriff's Department) to ensure that proper safety measures are incorporated into the Project design.
Policy CD-5.2: Implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.	**Consistent.** As shown on Figure 3-1, the Project would provide security gates in order to limit access to truck loading areas and would provide security lighting throughout the site. Furthermore, Project plans will be reviewed by the Cerritos police (Sherriff's Department) to ensure that proper safety measures are incorporated into the Project design.
Goal CIR-4: Enhance the safety of all motorists on the City street system.	**Consistent.** The Project would include security lighting around the building. Lighting plans would be reviewed by applicable City departments prior to Project approval to ensure adequate light is provided for operational and security purposes.
Policies CIR-6.1: Implement land use and employment strategies to reduce the need for travel.	**Consistent.** The Project would support this policy by providing employment opportunities within the City by developing a new industrial warehouse within the Cerritos Industrial Park by removing an existing industrial building and constructing a new, larger warehouse building.
Goal SAF-1: Protect Cerritos residents from potential flood hazards, including dam inundation.	**Consistent.** According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed.
Policy SAF-1.2: Minimize potential flood damage through the identification of necessary storm drain improvements.	**Consistent.** As discussed in Section 5.10, Hydrology and Water Quality, the Project would include stormwater infrastructure to manage on-site flows and would not result in impacts related to flooding.
Goal SAF-3: Minimize the threat of life and property associated with the transport, use, storage and disposal of toxic and/or hazardous materials.	**Consistent.** As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially

	significant hazards to construction workers, the public, and the environment to less than significant.
Policy SAF-3.3: Enforce Federal, State, and local laws and regulations relating to the use, storage, transport and clean-up of toxic, explosive and other hazardous materials to prevent unauthorized discharges.	**Consistent.** As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment to less than significant.
Policy SAF-6.1: Ensure services provided by the Sheriff's Department are not impacted by development, traffic congestion and other growth-related issues.	**Consistent.** The City police (Sheriff's Department) would review the Project and include additional conditions as necessary to ensure that law enforcement services are not impacted by traffic and other growth-related issues.
Goal SAF-8: Protect Cerritos residents, employees and visitors from the threat of urban fires.	**Consistent.** As discussed in Section 5.20, Wildfires, the Project would not significantly exacerbate wildfire risk, and would not expose employees and surrounding areas to threats associated with wildfire.
Policy SAF-8.1: Ensure fire response times meet or exceed established County of Los Angeles standards.	**Consistent.** As discussed in Section 5.15, Public Services, the proposed Project is within nearby fire services provided by the County of Los Angeles and adequate response times would meet established County of Los Angeles standards.
Policy SAF-8.3: Ensure City building codes and standards related to the use and maintenance of building materials meet or exceed established state standards related to the reduction of fire risk.	**Consistent.** The Project would be required to comply with the California Building Code, pursuant to Section 15 of the Cerritos Municipal Code.
Goal CON-1: Protect and conserve the City of Cerritos' existing and future water resources.	**Consistent.** The Project site does not currently include recycled water lines within the Project site vicinity. Therefore, the Project would not use reclaimed water for landscape irrigation.
Policy CON-2.2: Apply applicable government energy standards to all new development.	**Consistent.** As required by Municipal Code, Chapter 15 Building Codes, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with current Title 24 requirements. The Project would include energy efficient design and fixtures where feasible.
Goal CON-3: Establish programs and policies to reduce the generation of solid waste.	**Consistent.** The proposed industrial warehouse would generate approximately 150.05 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 37.5 tons per year or 0.72 ton per week.
Goal CON-4: Ensure proper conveyance and disposal of wastewater within the City of Cerritos.	**Consistent.** As discussed in Section 5.19, Utilities and Service Systems, the Project would include connection to existing facilities.
Goal CON-5: Ensure the adequate conveyance of stormwater, and introduce techniques and methods	**Consistent.** As discussed in Section 5.10, Hydrology and Water Quality, the Project would include stormwater infrastructure to manage on-site flows

that reduce the presence of pollutants consistent with regional, state and federal standards.	and would not result in impacts related to flooding during construction and operation.
Policy CON-5.2: Ensure the appropriate stormwater mitigation techniques are employed for all construction and grading activities.	**Consistent.** As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including development of a SWPPP. The Project would be required to incorporate water quality measures with post-construction (or permanent) LID site design, source control, and treatment control BMPs during all construction and grading activities.
Policy CON-5.4: Ensure all new development complies with Federal, State and City regulations and ordinances related to stormwater.	**Consistent.** As discussed in Section 5.10, Hydrology and Water Quality, the Project would include stormwater infrastructure to manage on-site flows and would not result in impacts related to flooding.
Policy CON-5.5: Continue to implement development planning requirements specified in the City's municipal NPDES permit, including, to the maximum extent practicable, watershed protection measures.	**Consistent.** As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including development of a SWPPP. The Project would be required to incorporate water quality measures with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.
Goal CON-6: Preserve and enhance the City's "Community Forest."	**Consistent.** Existing City trees along the frontages of Shoemaker Avenue and Moore Street would remain in place, therefore preserving the City's Community Forest.
Goal CON-8: Enhance, preserve and protect the City of Cerritos' historic and cultural resources.	**Consistent.** The Cultural Resources Study prepared for the Project included an archaeological records search completed at the SCCIC (Appendix B). The Phase I Cultural Resources Assessment indicated implementation of the proposed Project would have a less than significant impact on historical and archaeological resources.
Goal AQ-1: Reduce air pollution through proper land use and regulatory planning.	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would not result in impacts to ADP-1 land use and zoning.
Policy AQ-1.1: Cooperate with the South Coast Air Quality Management District, Gateway Cities Council of Governments and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would not result in impacts pertaining to the region's Air Quality Management Plan.
Policy AQ-1.2: Cooperate and participate in regional air quality management plans, programs and enforcement measures.	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would not result in impacts pertaining to regional air quality management plans, programs and enforcement measures.
Goal AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cerritos.	**Consistent.** Emissions generated by the construction and operation of the proposed Project would not exceed SCAQMD thresholds, and the Project would not result in an increase in the frequency or severity

	of existing air quality violations or cause a new violation.
Goal AQ-3: Reduce particulate emissions to the greatest extent feasible.	**Consistent.** Emissions generated by the construction and operation of the proposed Project would not exceed SCAQMD thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.
Policy AQ-3.2: Promote the landscaping and screening of undeveloped and/or underutilized parcels of land to prevent erosion and dust generation.	**Consistent.** As discussed in Section 5.1, the proposed Project would install landscaping onsite and along boundaries with adjacent streets and industrial development. Landscaping would include trees and a variety of shrubs and ground cover to prevent erosion and dust generation.
Policy AQ-4.1: Promote energy conservation in all sectors of the City including residential, commercial and industrial.	**Consistent.** As required by Municipal Code, Chapter 15 Building Codes, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with current Title 24 requirements. The Project would include energy efficient design and fixtures where feasible.
Goal N-1: Reduction in noise impacts from transportation sources.	**Consistent.** Implementation of the proposed Project would not generate a noise level increase in the study area above the City's identified increase thresholds. No sound walls would be required, but screening walls and landscaping would be implemented along the Project frontage.
Goal N-3: Include noise considerations as a part of land use planning decisions.	**Consistent.** As discussed in Section 5.13, Noise, a Noise and Vibration Impact Analysis (Appendix G) was prepared for the Project, to identify the existing and future ambient noise level environment.
Policy N-3.2: Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.	**Consistent.** As discussed in Section 5.13, Noise, construction and operation of the Project, Table N-4 shows that noise would not exceed acceptable levels within the ADP-1. Furthermore, there are no sensitive receptors near the Project site, nor within the Cerritos Industrial Park area.
Goal GM-1: Water and sewer service shall be adequate to meet the health and safety needs of residents and businesses in Cerritos.	**Consistent.** As discussed in Section 5.19, Central Basin Municipal Water District and the Sanitation Districts of Los Angeles has sufficient capacity to serve the proposed Project.
Policy GM-1.1: Ensure new development pays its fair share of costs associated with providing adequate water and sewer service.	**Consistent.** The Project applicant would be required to pay applicable fees in accordance with the Project's impacts.
Goal GM-2: Ensure storm water conveyance systems are adequate.	**Consistent.** The Project would include implementation of on-site storm drain facilities. As discussed in Section 5.10, Hydrology and Water Quality, on-site drainage would be conveyed via surface sheet flow to inlets, and then via pipes to the infiltration system BMP, with overflows draining out via a pipe to the southerly proposed detention basin, and out via a spillway to the existing drainage course to the southwest of the property.

	The proposed onsite storm drain system would convey runoff to a pre-treatment unit then to an underground retention basin system that would capture, filter, and infiltrate runoff. Proposed storm drain facilities would be able to capture runoff and mitigate the 2-year 1-hour storm event to pre-Project conditions. Runoff would not exceed existing conditions.
Goal GM-6: Provide adequate transportation and circulation system to meet the needs of residents and businesses in Cerritos.	**Consistent.** The proposed Project area would be accessed by two driveways on Shoemaker Avenue and one driveway on Moore Street. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area.
Policy GM-6.2: Ensure that all future development is consistent with the City's adopted Capital Improvement Program.	**Consistent.** The Project would maintain existing sidewalks and driveways along the frontages of the Project.

Table LU-2: RTP/SCS Consistency

RTP/SCS Policy	Proposed Project Consistency with Policy
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** The Project would redevelop an industrial site resulting in a benefit to regional economics by providing increased employment and providing additional goods and services. As an individual development, the Project is limited in its ability to directly contribute to regional economic prosperity and global competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the Project would not create substantial traffic impediments that would affect the accessibility of goods in the region.
RTP/SCS G3: Ensure the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	**Not Applicable.** As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would not create substantial traffic impediments and would not affect the accessibility of goods to the surrounding area. Categorically, the proposed warehouse Project would support the overall distribution and movements of goods in the region.
RTP/SCS G5. Reduce greenhouse gas emissions and improve air quality.	**Consistent.** While the Project would not improve air quality or reduce greenhouse gas emissions, it would not prevent SCAQMD from implementing actions that would improve air quality within the region and the Project would incorporate various

	measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy CON-2.2.
RTP/SCS G6: Support healthy and equitable communities.	**Consistent.** The Project would comply with Citywide goal and policies to support healthy and equitable communities. Additionally, the Project would install new landscaping and enhance existing street frontages, including sidewalks which would encourage walking in the Project area.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of their overall planning efforts; the Project however is consistent with light industrial use planned for the area.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable.** The proposed Project would develop a light industrial warehouse in an area that is designated and zoned for industrial development (ADP-1).
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The proposed Project would be consistent with goals and policies of the City's General Plan and would not cause significant environmental impacts to agricultural lands or biological resources.

As discussed in Table LU-1 and LU-2 above, the Project would be consistent with the City's General Plan land use policies and the RTP/SCS. Thus, the proposed Project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less than Significant Impact. The Project site is located within an area of Cerritos that is classified as Mineral Resource Zone 1 (MRZ-1). MRZ-1 includes areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Furthermore, no known mineral resources are located within the City as stated in the City's General Plan EIR. In addition, the Project site is currently developed with an industrial warehouse and has not been used for mineral extractions. Thus, there are no available mineral resources that would be affected by the Project, and impacts would be less than significant.

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

Less than Significant Impact. The Project site is located within an area of Cerritos that is classified as Mineral Resource Zone 1 (MRZ-1). MRZ-1 includes areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Furthermore, no known mineral resources are located within the City as stated in the City's General Plan EIR. The Project site has a classification of Light Industrial and zoned ADP-1 and is planned for light industrial warehouse uses. Furthermore, the Project site is currently developed with an industrial warehouse and has not recently been used for mineral extractions Therefore, implementation of the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site as delineated on a local plan. Thus, development of the proposed Project would not have a significant impact on mineral resources.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less Than Significant Impact.

Federal Transit Administration (FTA) Manual

The Transit Noise and Vibration Assessment Manual (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relates to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects from noise.

As previously stated, the City does not have construction noise level limits, thereby construction noise was assessed using criteria from the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) (FTA Manual). Table N-1 shows the FTA's Detailed Analysist Construction Noise Criteria based on the composite noise levels per construction phase.

Table N-1: Detailed Assessment Construction Noise Criteria (FTA)

Land Use	Daytime 1-hour Leq (dBA)	Nighttime 1-hour Leq (dBA)
Residential	80	70
Commercial	85	85

Industrial	90	90
Source: Noise and Vibration Impact Analysis (Appendix G)		

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

City of Cerritos General Plan

The City establishes land use compatibility standards in the Noise Element of the City General Plan (2004). The land use category listed in the General Plan Land Use Compatibility Standards that most closely applies to the proposed Project is Industrial, Manufacturing Utilities, Agriculture. Under this designation, up to 75 dBA CNEL is considered to be the "normally acceptable" noise level for this type of new land use development. Additionally, noise levels of up to 70 dBA CNEL are considered "conditionally acceptable" for residential uses.

The following General Plan Noise Element goals and policies are applicable to the proposed Project.

Policy N-1.1: Mitigate transportation equipment impacts at construction sites.

Policy N-1.2: Ensure noise mitigation measures are included in the design of new developments.

Policy N-2.3: Ensure noise mitigation techniques are incorporated into all construction-related activities.

Policy N-3.2: Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

City of Cerritos Municipal Code

22.80.480 Noise: It is the purpose and intent to control unnecessary, excessive and annoying sounds generated on one piece of property from impacting an adjacent property, and to protect residential areas from noise sources, including noise generated by traffic.

Section 22.80.480 of the Cerritos Municipal Code prohibits stationary noise sources to exceed the following during the hours of 7:00 A.M. to 7:00 P.M.:

- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.

The City has not adopted any thresholds for construction noise impacts and the Cerritos Municipal Code primarily regulates construction noise though construction hour limitations. However, Section 22.80.480(5) of the Municipal Code exempts noise levels generated by construction activities as long as a valid building permit has been issued and the activities occur between the hours of 7:00 A.M. and 7:00 P.M.

Table N-2 presents the Cerritos Municipal Code maximum noise levels as measured outdoors at a receiving property line for each development area.

Table N-2: Sound Level Noise Criteria

Land Use	**Day (dBA $Leq_{(8\text{-hour})}$)**
Residential	50
Commercial	60
Industrial	70

Source: City of Cerritos Municipal Code, Section 22.80.480 (2021).
dBA = A-weighted decibels

Existing Noise Levels

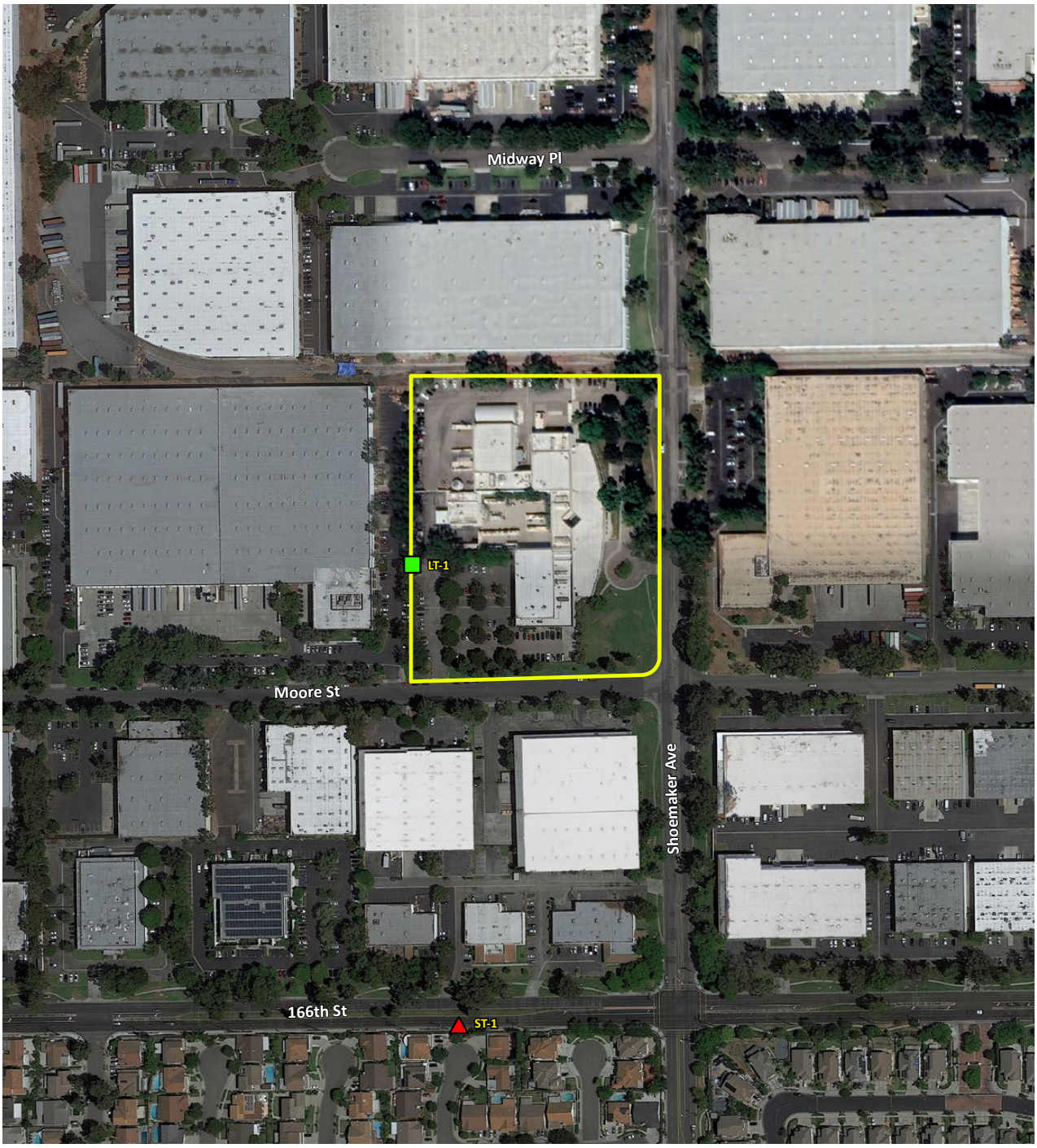
Short term noise level measurements were taken at two locations in the Project study area; one a long-term noise measurement and the other a short-term measurement as shown in Figure NOI-1, *Noise Measurement Locations*. The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise and the rail line adjacent to the Project site in addition to existing industrial land use activities in the vicinity. The existing noise levels measured adjacent to the Project site are provided in Table N-3.

Table N-3: Long-Term 24-Hour Ambient Noise Monitoring Results

Site Location	Description	Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Daily Noise Levels[1] (dBA CNEL)
LT-1	Near the front entrance gate of existing Project site. Located on the 2nd tree away from the gate in the southwestern corner of the Project site.	52.3-55.8	49.8-52.0	47.2-52.8	57.7
ST-1	Next to property on 16604 Jeanette Ave, Cerritos. On the opposite side of the gated fence along 166th street	64.1	-	-	-

Source: Noise and Vibration Impact Analysis (Appendix G)
Note: Noise measurements were conducted from April 19 to April 20, 2022, starting at 1:00 p.m.
[1] Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

Noise Measurement Locations



LEGEND

- Project Site Boundary
- ST-1 - Short-term Noise Monitoring Location
- LT-1 - Long-term Noise Monitoring Location

N

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Construction

Two types of short-term noise impacts could occur during the construction of the proposed Project including construction crew commutes and construction activities. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed Project would incrementally increase noise levels on access roads leading to the site. According to the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A), during grading, approximately 123 haul trips per day would occur resulting in 370 Average Daily Trips (ADT). When compared to the estimated Year 2020 13,900 ADT on Shoemaker Avenue based on volumes in the City's General Plan, an increase of less than 0.2 dBA CNEL is expected. A noise level increase of less than 1 dBA would not be perceptible to the human ear. Therefore, short-term construction-related roadway noise impacts associated with worker commute and equipment transport to the Project site would be less than significant.

Construction activities are temporary and would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. Such short-term construction activities include demolition, site preparation, grading, building construction, paving, and architectural coating. Noise levels from these activities would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Table N-4, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the FHWA Roadway Construction Noise Model (FHWA 2006).

Table N-4: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (Lmax) at 50 Feet[2]
Front Loader	40	80
Pickup Truck	40	55
Cranes	16	85
Jackhammers	20	85
Compressor	40	80
Backhoe	40	80
Tractor	40	84
Scraper/Grader	40	85
Paver	50	77
Impact Pile Driver	20	95
Auger Drilling	20	84

Source: Noise and Vibration Impact Analysis (Appendix G).
Notes: FHWA Roadway Construction Noise Model User's Guide, Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
Lmax = maximum instantaneous sound level

As stated above, Section 22.80.480 of the Cerritos Municipal Code exempts construction activities from City noise standards as long as a valid building permit has been issued and the activities occur between 7:00 AM and 7:00 PM. Construction activities associated with the Project would comply with these hours of operation. No construction, demolition, or grading activities are permitted on Sundays and City observed holidays. The Project would comply with the City's noted construction hours, as required by standard City conditions unless otherwise approved in writing by the City, typical for most new development projects.

As seen in Table N-5, the closest off-site sensitive industrial receiver to the Project site is the existing adjacent development to the west, which is located as near as 320 feet from the Project boundary. There are also sensitive residential receivers beyond additional industrial uses located as near as 1,045 feet to the south

of the Project site. These noise level projections do not take into account intervening topography or barriers. Construction equipment calculations are provided in the Noise and Vibration Impact Analysis (Appendix G).

Table N-5: Potential Construction Impacts at Nearest Receivers

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 Feet[1]	Distance (Feet)	Composite Noise Level (dBA L_{eq})
Industrial (West)	88	320	72
Industrial (North)		370	70
Industrial (East)		400	70
Industrial (South)		420	69
Residential (South)		1,045	61

Source: Noise and Vibration Impact Analysis (Appendix G)
The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.
dBA Leq = average A-weighted hourly noise level

As mentioned above, construction noise will vary, and it is expected that composite noise levels during construction at the nearest off-site uses directly west of the Project would reach 72 dBA Leq. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, it would be temporary in nature until Project construction is completed. Therefore, impacts would be less than significant.

As stated in the Noise and Vibration Impact Analysis, off-site construction-related noise impacts would remain below the 80 dBA and 90 dBA 1-hour construction noise level criteria as established by the FTA for residential uses and industrial uses, respectively, for the average daily condition as modeled from the center of the Project site. Therefore, construction related noise impacts would be less than significant.

Operation

Onsite Operational Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, cold storage fan units, and air conditioning (HVAC) equipment and truck deliveries and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC, cold storage equipment, and truck delivery activities are discussed below.

The Noise and Vibration Impact Analysis, Applicant provided information, and the Trip Generation and VMT Screening Analysis were utilized to determine that within any given hour, up to seven (7) heavy duty trucks would use the proposed loading docks. The 3-D noise model software, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on-site. Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA Leq at 20 feet based on field measurements (Appendix G). Delivery trucks would arrive on site and maneuver the trailer to the loading dock. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the dock doors would be closed and the remainder of the truck loading activities would be enclosed and much less perceptible. To present a conservative assessment, it is assumed that unloading activities could occur at seven (7) docks simultaneously for a period of more than 30 minutes in a given hour.

In addition to the loading dock noise, the Project has seven (7) rooftop HVAC units on the proposed building to provide ventilation to the proposed office spaces. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA Leq at 5 feet, based on manufacturer data (Appendix G).

Approximately 10 percent of the warehouse would be used for cold storage. Noise levels generated by cold storage fan units would generate a noise level of 57.5 dBA Leq at 60 ft based on measurements taken by LSA (Appendix G).

Table N-6 below shows the combined hourly noise levels generated by HVAC equipment and truck delivery activities at the closest off-site land uses. The Project-related noise level impacts would range from 24.5 dBA Leq to 62.3 dBA Leq at the surrounding receptors. As shown in Table N-6, the combined noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. These levels would be below the City's noise standard of 50 dBA Leq at the residential land uses and below the noise standard of 70 dBA Leq for industrial land uses.

Table N-6: Exterior Noise Level Impacts

Receptor	Direction	Noise Level Standard (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact?[1]
Industrial	West	70	62.3	No
Residential	South	50	33.6	No
Residential	West	50	24.5	No

Notes: Noise and Vibration Impact Analysis (Appendix G)
[1] A potential operational noise impact would occur if (1) the project noise impacts are greater than the applicable noise standard, OR (2) if the quietest ambient hour is greater than the applicable noise standard and project noise impacts are 3 dBA greater than the quietest ambient hour.
dBA = A-weighted decibels
Leq = equivalent noise level

As shown above in Table N-6, Project noise levels would not exceed the maximum permissible noise levels, therefore operational impacts would be less than significant, and no noise reduction measures are required.

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

Less Than Significant Impact.

Construction

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

Although there are no adopted State or City ground-borne vibration standards, vibration standards included in the FTA Manual were used to analyze the Project's ground-borne vibration impacts on human annoyance. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

The Noise and Vibration Impact Analysis prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-7, at approximately 25 feet, a pile driver would create a vibration level of 0.644 inch per second PPV.

Table N-7: Vibration Source Amplitudes for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Pile driver (impact)	0.644	104
Pile driver (sonic)	0.170	93
Clam shovel drop (slurry wall)	0.202	94
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, May 2018.

According to the FTA guidelines, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses and 84 VdB for office type uses. As previously stated, FTA guidelines indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Tables N-8 and N-9 below provide a summary of off-site construction vibration levels.

Table N-8: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet[1]	Distance (Feet) [2]	Vibration Level (PPV)
Industrial (West)	87	320	54
Industrial (North)		370	52
Industrial (East)		400	51
Industrial (South)		420	50
Residential (South)		1,045	38

Source: Noise and Vibration Impact Analysis (Appendix G)
[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses
VdB = vibration velocity decibels

Table N-9: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet[1]	Distance (Feet) [2]	Vibration Level (PPV)
Industrial (West)	0.089	80	0.016
Industrial (North)		40	0.044
Industrial (East)		135	0.007
Industrial (South)		110	0.010
Residential (South)		750	0.001

Source: Noise and Vibration Impact Analysis (Appendix G)

[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures
PPV = peak particle velocity

As indicated in Table N-8, vibration levels are expected to approach 54 VdB at the closest industrial use to the west which is below the 84 VdB annoyance threshold for office type uses. In addition, as indicated in Table N-8, vibration levels are expected to approach 0.044 PPV in/sec at the surrounding structures which would be below the 0.2 PPV in/sec damage threshold.

As stated above in Section 5.13(a), construction activities are regulated by the City's Code of Ordinance which states temporary construction, maintenance, or demolition activities are not allowed between 7:00 p.m. on one day and 7:00 a.m. of the following day. Therefore vibration impacts would not occur during the more sensitive nighttime hours. Further reducing construction related vibration impacts, other structures surrounding the Project site are farther away and would experience further reduced vibration. Therefore, no construction vibration impacts would occur. No vibration reduction measures are required.

Operation
Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur onsite as near as 25 feet from the nearest offsite receptor. The proposed Project would not generate vibration levels from on-site operations that would be perceptible to nearby receptors. Vibration levels generated from Project-related traffic on the adjacent roadways are not typical because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Thus, vibration levels generated from Project-related traffic on the adjacent roadways would be less than significant.

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

Less Than Significant Impact. The proposed Project site is located approximately 4.25 miles west of Fullerton Municipal Airport and is outside the boundaries of the Airport Environs Land Use Plan for Fullerton Municipal Airport. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The Project site is currently within ADP-1 and has a land use designation of Industrial Park. Per the ADP-1, the Cerritos Industrial Park permits manufacturing-plant and manufacturing office. Manufacturing-plant uses including warehousing are permitted with the approval of a Conditional Use Permit, subject to the criteria and limitations of Municipal Code Section 22.11.130 and other conditions the Planning Commission deems necessary. The proposed Project would develop a warehouse with an approved Conditional Use Permit consistent with the land use and zoning designation.

According to SCAG, the generation rate for employees required for operation of an industrial project is 1 employee for every 1,195 SF of industrial space. As the Project would build and operate a 159,627 SF warehouse building, operation of the Project would require approximately 134 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Cerritos in May 2022 was 3.4 percent, the City of Buena Park was 2.7 percent, and the City of Bellflower was at 4.9 percent (State Employment Development Department, 2022). It is anticipated that new employees at the Project would already reside within commuting distance and would not generate needs for any additional housing.

In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. The City has a vacancy rate of 2.2 percent. Cerritos has a total of 16,376 housing units; 16,021 of which are occupied (State Department of Finance 2021). Therefore, impacts related to unplanned population growth from the Project would be less than significant.

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

No Impact. The Project site is currently developed with an existing industrial building and does not contain any housing, nor has it historically been used for housing. The Project site has a Light Industrial designation and zoned ADP-1, Industrial Park, which permits light industrial and ancillary office uses, and does not allow residential development. As a result, the Project would not displace any housing and would not necessitate the construction of replacement housing. As a result, no impact would occur.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

a) Fire Protection and Emergency Services

Less Than Significant Impact.

The City contracts with the County of Los Angeles Fire Department (LACFD) for fire and emergency response service. There are two fire stations located in Cerritos; Station 30, located at 19030 Pioneer Boulevard (2.3 roadway miles from the Project Site) and Station 35, located at 13717 Artesia Boulevard (1.16 roadway miles from the Project Site). Station 35 is the closest fire station to the Project site consisting of three captains, three firefighter specialists, three firefighters. In addition to responding to fires, Station 35 also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.

The new warehouse and the 134-employee increase that would occur from implementation of the proposed Project would result in an incremental increase in demand for fire protection and emergency medical services. The increase in fire service demands from the Project would be minimal and would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts from the construction of fire protection facilities would be less than significant.

b) Police Protection

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LACSD) provides contract police service for the City. Cerritos Sheriff Station is approximately 1.31 miles southwest from the Project site, located at18135 South Bloomfield Avenue in the Cerritos Civic Center. The Cerritos Sheriff's Department has 63 sworn staff and 10 civilian employees The Project would result in additional onsite employees that could create the need for police services. Crime and safety issues during Project construction may include theft of

building materials and construction equipment, malicious mischief, graffiti, and vandalism. However, all development within the City would be required to include fencing constructed around the site to minimize such issues. Operation of the industrial warehouse may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. The additional need for law enforcement services from the Project would not result in the need for new or physically altered police facilities since existing police personnel would be adequate to maintain existing response times. Thus, impacts related to construction of police facilities would be less than significant.

c) School Services

Less Than Significant Impact. The proposed Project would consist of the development of a warehouse that would not generate students. As described previously, the Project is not anticipated to generate new population growth, as the employees needed to operate the Project are anticipated to come from within the region and relocation of employees that could generate new students is not anticipated to occur. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the ABC Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts from construction of school facilities.

d) **Parks**

Less Than Significant Impact The proposed Project would consist of a light industrial warehouse on a site that is currently developed with an industrial building. The Project would not construct any residential facilities, nor create an additional need for housing. Additionally, the employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in use of the existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project. Thus, impacts from the construction of park facilities would be less than significant.

e) Other Public Facilities

Less Than Significant Impact. As previously discussed, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute Project site and substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. Therefore, impacts from construction of other public facilities would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measure

None.

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

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less Than Significant Impact. The Project would construct a warehouse on a site that is currently developed with an industrial facility. As previously discussed, the Project does not propose any residential facilities, and would not cause an increase in residential population. Additionally, the employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. The closest parks to the Project site are the Frontier Park, located approximately 0.34-mile southwest of the Project site and Cerritos Park East located approximately 0.43-mile southeast of the Project site. Project employees may use these parks for breaks or recreation. However, the use of the park by Project employees would not lead to a physical deterioration of the park. Thus, there would be no increase in residents which would cause any increase in demand for existing parks or other recreational facilities, and the Project would not cause nor accelerate physical deterioration of these facilities. Thus, impacts from the rehabilitation of recreation facilities would be less than significant.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project would construct a warehouse on a site that is currently developed with an industrial facility, and would not construct any residential facilities, nor create an additional need for housing. The Project would not directly increase the residential population of the City or generate additional need for parkland. The Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment, and no offsite parks or recreational improvements are proposed or required as part of the Project. Thus, no impacts would occur from the construction of new or expanded recreational facilities.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less Than Significant Impact. Based on updates to the State CEQA Guidelines, as further described in Threshold b, LOS is no longer deemed a physical environmental impact under CEQA. As such, the below discussion is included for informational purposes only. A Traffic Impact Analysis (Appendix I) was included to determine if there would be any effects on roadway operations as a result of truck traffic from the proposed Project.

Traffic Study Area and Existing Conditions

The following intersections were included in the analysis:

1. Bloomfield Avenue/Alondra Boulevard
2. Bloomfield Avenue/166th Street
3. Bloomfield Avenue/Artesia Boulevard
4. Shoemaker Avenue/Alondra Boulevard
5. Shoemaker Avenue/166th Street
6. Shoemaker Avenue/Oak Crest Street
7. Shoemaker Avenue/Artesia Boulevard
8. Moore Street/Project Driveway 1
9. Shoemaker Avenue/Project Driveway 2
10. Shoemaker Avenue/Project Driveway 3

To identify the existing traffic conditions, traffic counts at the study intersections were conducted on Tuesday September 13, 2022. Please note that although the City of Cerritos is located within Los Angeles County, the approved scoping agreement with City staff directed this study to use the Intersection Capacity Utilization Methodology (ICU) to assess impacts and Highway Capacity Manual (HCM), 7th Edition methodology was also used to assess queueing deficiency. Unsignalized intersections were calculated using the Highway Capacity Manual (HCM), 7th Edition methodology as well as ICU can be utilized only for signalized intersections. LOS results utilizing both the methodologies for each scenario are presented in this document. As shown in Table T-1 and T-2 below, the study intersections operate at a satisfactory LOS D or better under

the existing conditions scenario utilizing both methodologies. Table T-1 and T-2 excludes intersections 8 through10 because those driveways would be implemented as part of the Project and are not signalized intersections. LOS only applies to signalized intersections. As such, Table T-1 and T-2 below includes intersections 1 through 7.

Table T-1: Existing LOS Conditions using HCM Methodology

		AM Peak		PM Peak	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
1. Bloomfield Ave/Alondra Blvd	Signal	32.9	C	36.0	D
2. Bloomfield Ave/166th St	Signal	25.3	C	23.2	C
3. Bloomfield Ave/Artesia Blvd	Signal	37.9	D	39.9	D
4. Shoemaker Ave/Alondra Blvd	Signal	29.5	C	28.2	C
5. Shoemaker Ave/166th St	Signal	21.4	C	22.3	C
6. Shoemaker Ave/Oak Crest St	Signal	23.0	C	11.1	B
7. Shoemaker Ave/Artesia Blvd	Signal	45.1	D	40.7	D
8. Moore St/Project Dwy 1	TWSC	-	-	-	-
9. Shoemaker Ave/Project Dwy 2	TWSC	-	-	-	-
10. Shoemaker Ave/Project Dwy 3	TWSC	-	-	-	-

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

Source: 16323 Shoemaker Avenue Industrial TIA, 2022 (Appendix H)

Table T-2: Existing LOS Conditions using ICU Methodology

		AM Peak		PM Peak	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
1. Bloomfield Ave/Alondra Blvd	Signal	0.732	C	0.760	C
2. Bloomfield Ave/166th St	Signal	0.814	D	0.755	C
3. Bloomfield Ave/Artesia Blvd	Signal	0.776	C	0.793	C
4. Shoemaker Ave/Alondra Blvd	Signal	0.607	B	0.624	B
5. Shoemaker Ave/166th St	Signal	0.731	C	0.646	B
6. Shoemaker Ave/Oak Crest St	Signal	0.663	B	0.432	A
7. Shoemaker Ave/Artesia Blvd	Signal	0.884	D	0.827	D

TWSC = Two Way Stop Control
Delay reported volume to capacity
LOS = Level of Service

Source: 16323 Shoemaker Avenue Industrial TIA, 2022 (Appendix H)

Operation

The proposed Project involves the construction of a 159,627 SF industrial warehouse. However, the proposed warehouse would replace an existing industrial development characterized as a research and development center. Trips associated with the existing development were subtracted from the warehouse trips to obtain net trip generation for the proposed Project.

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, dated July 2022, was prepared for the Project by EPD Solutions (Appendix I). Passenger Car Equivalent (PCE) is the passenger equivalent factor used to account for truck traffic in terms of passenger car vehicles for ease of understanding and analysis. Trucks are converted based on their size since the number of axles have slower starting and acceleration. With the application of PCE, trucks based on the number of axles are analyzed equivalent to the number of passenger car vehicles that are cumulatively comparable. Table T-3 presents the trip generation estimate for the proposed Project. As shown in Table T-3, the Project is forecast to generate 572 fewer daily PCE trips including 52 fewer PCE trips during the AM peak hour and 43 fewer PCE trips during the PM peak hour when compared to the existing land use at its full capacity. The decrease in trips is due to the change in use associated with the proposed Project. The existing research and development center building located on the site has a higher trip rate per square foot than a warehouse use. The Project would generate fewer trips than the existing use at its full capacity, and therefore no further analysis of vehicle trips is warranted.

Table T-3: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates[1]	Rate								
Research and Development Center		TSF	11.08	0.84	0.19	1.03	0.16	0.82	0.98
Warehouse		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Existing Site Trip Generation									
Existing Bldg (Research and Development Center)	64.16	TSF	711	54	12	66	10	53	63
Proposed Project Trip Generation									
Warehouse	159.627	TSF	273	21	6	27	8	21	29
Vehicle Mix[4]		***Percent[2]***							
Passenger Vehicles		55.3%	151	12	3	14	4	12	16
2-Axle truck		15.5%	42	3	1	4	1	3	4
3-Axle truck		4.9%	13	1	0	1	1	1	1
4+-Axle Trucks		24.3%	66	5	1	7	2	5	7
		100%	273	21	6	27	8	21	29
Proposed PCE Trip Generation[3]		***PCE Factor***							
Passenger Vehicles		1.0	151	12	3	14	4	12	16
2-Axle truck		1.5	63	5	2	6	2	5	7
3-Axle truck		2.0	27	2	1	3	2	2	3
4+-Axle Trucks		3.0	199	15	4	20	6	15	21
			440	33	10	43	15	33	47
Net PCE Trip Generation			**-271**	**-21**	**-2**	**-23**	**4**	**-20**	**-16**

TFS = Thousand Square Feet
PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, Trip Generation,11th Edition, 2021. Land Use Code 760 Research and Development Center, Land Use Code 150 Warehousing

[2] Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage

[3] Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

[4] Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage·

Source: Trip Generation and VMT Screening Analysis, 2022 (Appendix I).

Truck Routes

The Project's trip distribution follows established trucks routes approved for the City of Cerritos (see Figure T-1, *City of Cerritos Truck Route*s). The City's truck routes include the following streets:

- Artesia Boulevard—between the westerly city boundary and eight hundred feet ± west of Shoemaker Avenue;
- South Street;
- Norwalk Boulevard—between the northerly boundary of the Route 91 Freeway and Artesia Boulevard;
- Valley View Avenue;
- Pioneer Boulevard;
- Studebaker Road—between South Street and Alondra Boulevard;
- Carmenita Road—between South Street and 183rd Street; and
- 183rd Street—between Carmenita Road and two hundred feet ± west of Carmenita Road.

As part of Conditional Use Permit approval, a project-specific condition of approval will be established for this Project related to the required truck routes, specifically designating the required truck routes for trucks arriving to or leaving from the proposed project site once occupied by a tenant or property owner. The required truck routes shall be as follows:

Trucks Entering the Project Site

From the 5 Freeway, Trucks driving to the project site shall be required to travel south from the Carmenita Road or Bloomfield Avenue freeway exits, and travel south to Alondra Boulevard. Trucks traveling on Bloomfield Avenue will turn left (eastbound) on Alondra Boulevard, then turn right (southbound) on Shoemaker Avenue in order to enter the site from the Shoemaker Avenue or Moore Street driveways. Trucks traveling on Carmenita Road will turn right (westbound) on Alondra Boulevard and then left (southbound) on Shoemaker Avenue in order to enter the site from the Shoemaker Avenue or Moore Street driveways.

Trucks arriving to the subject project site shall be prohibited from traveling south of Moore Street on Shoemaker Avenue, and/or on Bloomfield Avenue as these streets are not designated truck routes, in order to reduce impacts to residential properties.

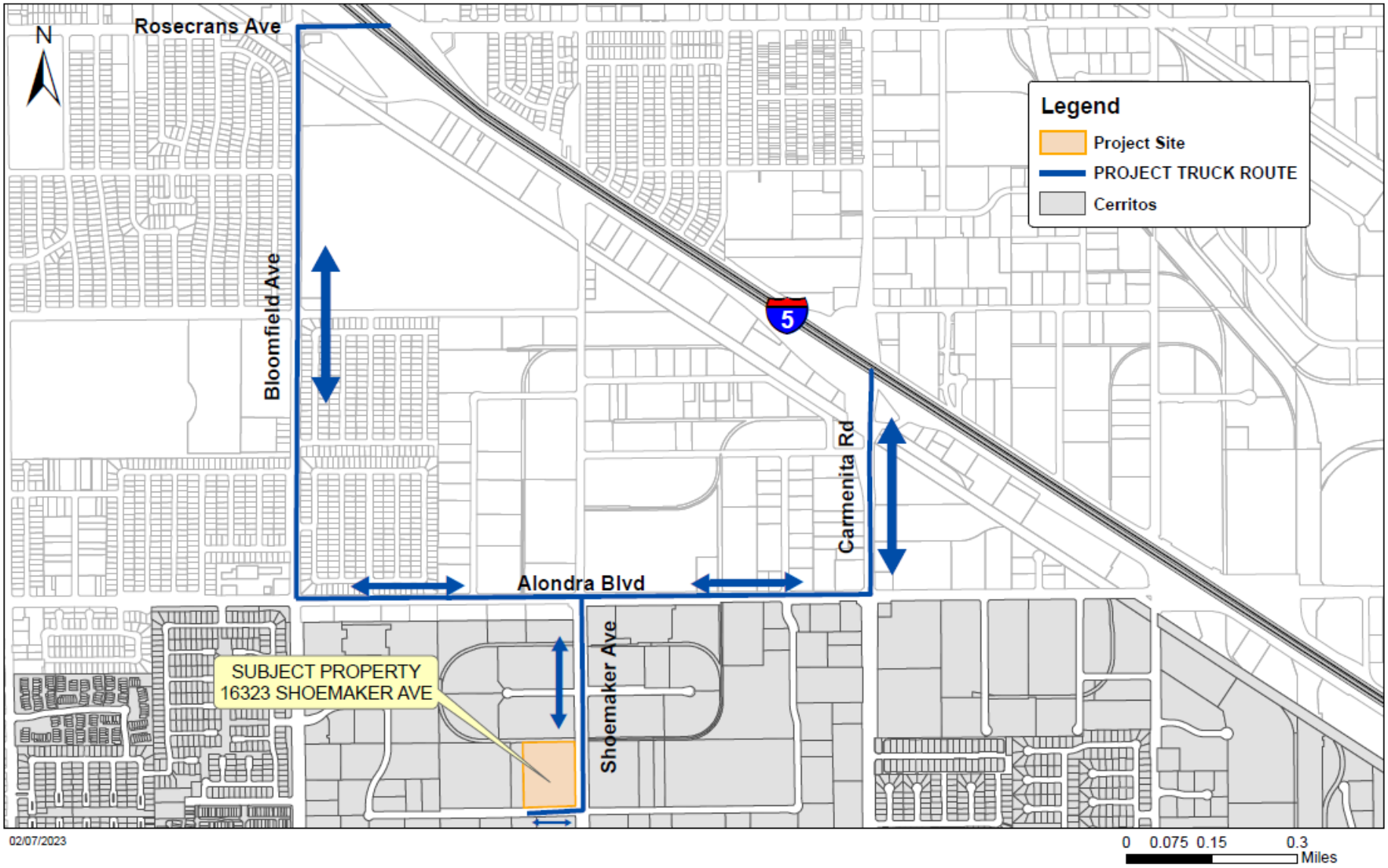
Trucks Exiting the Project Site

Trucks shall be required to exit the site via Moore Street or Shoemaker Avenue, and trucks leaving the site shall be directed to travel north on Shoemaker Avenue to Alondra Boulevard. Once trucks reach Alondra Boulevard they may turn right to travel easterly to Carmenita Road, where trucks would turn left and travel northerly to the 5 Freeway, or trucks may turn left towards Bloomfield Avenue, where trucks would be directed to travel northerly to the 5 Freeway.

Trucks exiting the subject project site shall be prohibited from traveling on Shoemaker Avenue south of Moore Street and/or on Bloomfield Avenue as these streets are not designated truck routes, in order to reduce impacts to residential properties.

The City's truck route list has been provided as Figure T-1 and the project site's recommended truck route map will be a figure to the required Conditional Use Permit project-specific condition of approval which has been provided as Figure T-1.

City of Cerritos Truck Routes



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Opening Year 2024 Plus Project

Project Opening Year (2024) traffic volumes were developed by applying a growth factor of 1.0048 to the traffic volumes collected in September 2022. The growth factor was calculated using growth rates from the Los Angeles County's 2010 Congestion Management Program, Appendix D, Exhibit D-1 for Regional Statistical Area (RSA) 22 Downey. The growth factors for years 2020 to 2025 were interpolated to determine the growth factor for 2024. As shown in Table T-4 and T-5, all of the intersections are forecast to operate at a satisfactory LOS D or better in the opening year 2024 plus Project condition.

Table T-4: Project Opening Year (2024) Plus Project AM and PM Peak Hour LOS Using HCM

		Opening Year				Opening Year Plus Project							
		AM Peak		PM Peak		AM Peak		PM Peak		Increase in Delay		Impact	
Intersection	Control Type	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Bloomfield Ave/Alondra Blvd	Signal	33.0	C	36.1	D	33.0	C	36.1	D	0.0	0.0	NO	NO
2. Bloomfield Ave/166th St	Signal	25.5	C	23.3	C	25.9	C	23.6	C	0.4	0.3	NO	NO
3. Bloomfield Ave/Artesia Blvd	Signal	38.1	D	40.1	D	38.4	D	40.4	D	0.3	0.3	NO	NO
4. Shoemaker Ave/Alondra Blvd	Signal	29.5	C	28.2	C	29.7	C	28.4	C	0.2	0.2	NO	NO
5. Shoemaker Ave/166th St	Signal	21.4	C	22.3	C	21.7	C	22.4	C	0.3	0.1	NO	NO
6. Shoemaker Ave/Oak Crest St	Signal	23.0	C	11.1	B	23.0	C	11.1	B	0.0	0.0	NO	NO
7. Shoemaker Ave/Artesia Blvd	Signal	45.6	D	40.9	D	45.7	D	41.0	D	0.1	0.1	NO	NO
8. Moore St/Project Dwy 1	TWSC	-	-	-	-	8.5	A	8.6	A	-	-	NO	NO
9. Shoemaker Ave/Project Dwy 2	TWSC	-	-	-	-	21.1	C	20.3	C	-	-	NO	NO
10. Shoemaker Ave/Project Dwy 3	TWSC	-	-	-	-	10.2	B	10.8	B	-	-	NO	NO

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Source: 16323 Shoemaker Avenue Industrial TIA, 2022 (Appendix H)

Table T-5: Project Opening Year (2024) Plus Project AM and PM Peak Hour LOS Using ICU

		Existing Conditions				Existing plus Project							
		AM Peak		PM Peak		AM Peak		PM Peak		Increase in Delay		Impact	
Intersection	Control Type	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Bloomfield Ave/Alondra Blvd	Signal	0.732	C	0.76	C	0.732	C	0.761	C	0.000	0.001	NO	NO
2. Bloomfield Ave/166th St	Signal	0.814	D	0.755	C	0.817	D	0.765	C	0.003	0.010	NO	NO
3. Bloomfield Ave/Artesia Blvd	Signal	0.776	C	0.793	C	0.782	C	0.796	C	0.006	0.003	NO	NO
4. Shoemaker Ave/Alondra Blvd	Signal	0.607	B	0.624	B	0.607	B	0.624	B	0.000	0.000	NO	NO
5. Shoemaker Ave/166th St	Signal	0.731	C	0.646	B	0.747	C	0.658	B	0.016	0.012	NO	NO
6. Shoemaker Ave/Oak Crest St	Signal	0.663	B	0.432	A	0.664	B	0.432	A	0.001	0.000	NO	NO
7. Shoemaker Ave/Artesia Blvd	Signal	0.884	D	0.827	D	0.885	D	0.828	D	0.001	0.001	NO	NO

TWSC = Two Way Stop Control

Delay reported volume to capacity

LOS = Level of Service

Source: 16323 Shoemaker Avenue Industrial TIA, 2022 (Appendix H)

In addition, the Project has been designed to construct onsite roadway improvements consistent with the City guidelines. Furthermore, the proposed Project does not propose any construction or development impacting the City's circulation system, including transit, roadway, bicycle and pedestrian facilities, as all proposed development is within the Project site. As shown previously in Table LU-2: RTP/SCS Consistency, the Project is consistent with a range of goals (G1 through G10) regarding transportation/mobility for the region. Therefore, the Project would not conflict with alternative transportation and Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

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

No Impact. State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The City does not have adopted VMT guidelines, however the Los Angeles County TIA guidelines were consulted to determine whether a VMT analysis would be required for the Project. Based on the scoping criteria from the County's TIA Guidelines and evaluation using the screening thresholds (Section 3.1.2.) The Project would screen out of a VMT analysis as it would generate fewer than the screening threshold of 110 net daily trips. As shown above in Table T-1, the Project would result in net negative trips at full potential capacity because the proposed warehouse use generates fewer trips than the existing research and development use. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and no impacts would occur.

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

Less Than Significant Impact. Vehicular access to the Project site would be provided via three driveways connecting to Shoemaker Avenue (2 driveways) and Moore Street (1 driveway). Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The proposed Project includes internal driveways that would provide trucks access to the warehouse building and truck parking. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards contained in the Municipal Code and ADP-1. The design of the internal drive aisles would be reviewed by the City and LACFD to ensure fire engine accessibility and turn around area is provided to the fire code standards.

In addition, a queuing analysis was conducted as part of the TIA (Appendix H). Existing queuing deficiencies were noted at the following intersections:

1. Bloomfield Avenue/Alondra Boulevard
2. Bloomfield Avenue/166th Street
3. Bloomfield Avenue/Artesia Boulevard
4. Shoemaker Avenue/Oak Crest Street
5. Shoemaker Avenue/Artesia Boulevard

The Project would result in a queuing deficiency if the Project adds 1 passenger car length to a turn pocket with an existing queueing deficiency. As discussed in Table T-4, the Project would not result in deficient queuing. In addition, based on a review of the study area and study area intersections, trucks are not expected to have any turning issues at study area intersections. Most roadways in the area are next to similar warehousing and industrial uses and are adequate for truck traffic in the area. Based on a review of the project's site plan, the project site provides adequate ingress and egress for truck traffic. The driveway on Moore Street has a distance of 240 feet from Moore Street to the gate. This can adequately store a queue of 3 trucks while waiting for the gate on Moore Street to open. The driveway length for the northern most project driveway measures a distance of 360 feet and can hold a queue of 4 trucks waiting to enter through this gate. As a result, impacts related to vehicular circulation design features would be less than significant.

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Table T-4: Project Queuing Analysis

			Opening Year		Queue Exceed Pocket Length		Opening Year Plus Project		Queue Exceed Pocket Length		Remarks	Opening Year Plus Project with Improvements	
Intersection	Movement	Pocket Length (ft)	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak		AM Peak	PM Peak
1. Bloomfield Ave/Alondra Blvd	NBL	225	113	229	NO	YES	113	229	NO	YES	Existng deficiency. Project does not cause increase in queueing hence no improvements are required.	-	-
	SBL	190	155	114	NO	NO	155	114	NO	NO		-	-
	EBL	190	154	171	NO	NO	154	171	NO	NO		-	-
	WBL	182	244	251	YES	YES	244	251	YES	YES		-	-
2. Bloomfield Ave/166th St	NBL	130	27	66	NO	NO	28	66	NO	NO	Existng deficiency. Project does not cause increase in queueing hence no improvements are required.	-	-
	SBL	220	56	40	NO	NO	57	40	NO	NO		-	-
	EBL	152	58	47	NO	NO	57	47	NO	NO		-	-
	WBL	155	178	147	YES	NO	182	161	YES	YES		-	-
3. Bloomfield Ave/Artesia Blvd	NBL	225	213	319	NO	YES	213	319	NO	YES	Existng deficiency. Project does not cause increase in queueing hence no improvements are required.	-	-
	SBL	330	154	168	NO	NO	154	168	NO	NO		-	-
	EBL	210	99	107	NO	NO	109	124	NO	NO		-	-
	WBL	280	163	135	NO	NO	163	135	NO	NO		-	-
4. Shoemaker Ave/Alondra Blvd	NBL	158	89	97	NO	NO	90	98	NO	NO	-	-	-
	SBL	178	51	71	NO	NO	51	71	NO	NO		-	-
	EBL	158	126	90	NO	NO	126	90	NO	NO		-	-
	WBL	192	152	107	NO	NO	158	112	NO	NO		-	-
5. Shoemaker Ave/166th St	NBL	185	58	20	NO	NO	58	19	NO	NO	-	-	-
	SBL	190	25	20	NO	NO	26	21	NO	NO		-	-
	EBL	205	112	93	NO	NO	127	97	NO	NO		-	-
	WBL	210	66	52	NO	NO	66	52	NO	NO		-	-
6. Shoemaker Ave/Oak Crest St	NBL	50	32	9	NO	NO	33	8	NO	NO	Existng deficiency. Project does not cause increase in queueing hence no improvements are required.	-	-
	EBR	100	93	40	NO	NO	93	40	NO	NO		-	-
	WBL	180	218	40	YES	NO	218	40	YES	NO		-	-
	WBR`	112	59	23	NO	NO	59	23	NO	NO		-	-
7. Shoemaker Ave/Artesia Blvd	NBL	220	63	129	NO	NO	63	129	NO	NO	Existng deficiency on SBL and EBL. Project does not cause increase in queueing on SBL and causes a maximum increase of 4 feet (less than 1 passenger car) on EBL , hence no improvements are recquired.	-	-
	SBL	140	144	109	YES	NO	144	110	YES	NO		-	-
	EBL	170	309	258	YES	YES	311	262	YES	YES		202	210
	WBL	210	194	201	NO	NO	194	201	NO	NO		-	-

Note all lengths are in feet. The project would result in a queueing deficiency if the project adds 1 passenger car length, i.e. 25 feet or more to a turn pocket with existing queueing deficiency.

Source: 16323 Shoemaker Avenue Industrial TIA, 2022 (Appendix H)

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d) Result in inadequate emergency access?

Less Than Significant Impact.

Construction

Construction activities, including equipment and supply staging and storage, would occur within the Project site, but would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of adjacent roadways for short periods of time (i.e., hours or a few days). However, the construction activities would be required to ensure adequate emergency access is maintained in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

Operation

As described previously, the proposed Project area would be accessed from two driveways on Shoemaker Avenue and one driveway on Moore Street. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access the Project area. The Project would provide a 40-foot fire access lane around the proposed warehouse building. Because the Project is required to comply with all applicable City codes, as verified by the City permitting process, potential impacts related to inadequate emergency access would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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)?

Less than Significant Impact with Mitigation Incorporated. The Project is required to comply with AB 52 regarding tribal consultation, and the City is required to evaluate the Project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

In compliance with these requirements, on August 22, 2022, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes

- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The letters provided a description of the Project and notified each tribe of the opportunity to consult with the City regarding the proposed Project. As of the conclusion of the 30-day tribal response period under AB52, one tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation the City. Consultation occurred via email on October 14, 2022, and mitigation measures were agreed upon and incorporated as MM TCR-1 through MM TCR-3. MM TCR-1 would require a Native American Monitor prior to commencement of ground-disturbing activities. MM TCR-2 establishes protocol in the case that unanticipated human remains and associated funerary objects are discovered during construction activities. MMTCR-3 consists of procedures for burials and funeral remains in the case where human remains are discovered onsite.

In addition, on April 20, 2022, Brian F. Smith and Associates Inc. (BFSA) conducted a Sacred Lands File (SLF) search from the Native American Heritage Commission. The SLF search yielded negative results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. Therefore, with incorporation of MM TCR-1 through TCR-3, impacts to Tribal Cultural Resources would be less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. As discussed above, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures TCR-1 through TCR-3 have been included to require coordination with the Gabrieleño Band of Mission Indians - Kizh Nation to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated.

Additionally, California Health and Safety Code, Section 7050.5, included as PPP CUL-1, requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Therefore, with implementation of MM TCR-1 through TCR-3, impacts to Tribal Cultural Resources would be less than significant.

Plans, Programs, or Policies (PPPs)

PPP CUL-1, as described in Section *5.5, Cultural Resources.*

Mitigation Measures

Mitigation Measure TCR-1: Native American Monitoring

- The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations

(i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-2: Unanticipated Discovery of Human Remains

- Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- If Native American human remains and/or grave goods are discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such

an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measure TCR-3: Procedures for Burials and Funerary Remains:

- As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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

a) Require or result in the 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 Impact.

Water Infrastructure

The City receives its potable water supply from two sources: the Metropolitan Water District of Southern California (MWD) and local groundwater which is extracted from three water wells operated by the City. The Project applicant would redevelop the Project site, which is currently served by City's water infrastructure and would install new water infrastructure at the Project site that would connect to existing water infrastructure within Shoemaker Avenue and Moore Street. The new onsite water system would convey water supplies to the proposed industrial warehouse and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The proposed Project would continue to receive water supplies through the existing water lines located within the Shoemaker Avenue and Moore Street right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey

water to the Project site would be required. Installation of the new onsite water lines would only serve the proposed Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, analysis of construction emissions from excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater
The Sanitation Districts of Los Angeles County treat wastewater from the City. In addition, local sewer lines are maintained by the City, while the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system. The Project includes installation of onsite sewer lines that would connect to the existing sewer lines within Shoemaker Avenue which currently serve the site. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary onsite installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the proposed Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Storm Drainage
As discussed previously, the Project site is relatively flat, and runoff onsite would be captured by catch basins and routed to a detention system. Flows would be routed to a treatment vault where it would be released directly into the City's existing storm drain system along Shoemaker Avenue and Moore Street. Due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new offsite storm water drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to new or expanded stormwater drainage facilities would be less than significant.

Electric Power
The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities.

Natural Gas
The Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site. The installation of the utilities at the locations as described above are evaluated throughout this IS/MND and found to be less than significant.

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

Less Than Significant Impact. The City of Cerritos 2020 Regional Urban Water Management Plan (UWMP), adopted in January 2022 accounts for the water usage that would be attributed to development of the Project site, consistent with its existing Light Industrial land use designation and ADP-1 zoning. According to the UWMP, and as previously stated, the City receives its water supply from two sources: the Metropolitan Water District of Southern California (MWD) and local groundwater which is extracted from three water wells operated by the City. In 2020, imported water made up less than 0.01 percent of the City's total

potable water supplies with groundwater comprising 99.9 percent. While these percentages vary from year-to-year, historically, the majority of the City's water comes from groundwater.

The Water Supply Reliability Analysis within the UWMP concludes that the City has adequate supplies to meet and exceed projected demands under multiple dry year scenarios, taking into account the recent prolonged drought (UWMP 2022). As seen in Table UT-1 below, the information provided in the UWMP indicates that the City's projected supply would exceed the City's demand through 2045. CalEEMod projections (Appendix A) indicate that the Project would generate a water demand of 32.4 million gallons per year or 9.94 acre-feet per year, which is within the anticipated increased demand and supply for water. The Project does not propose the use of recycled water, and therefore does not create a demand for recycled water from the City. As concluded in the City's General Plan EIR, the City's current water supplies are capable of meeting the needs of the City at buildout. Completion of a new water well in the City's long-term plans would further enhance the City's water supply.

Table UT-1: SBMWD Projected Water Demand and Supply Comparison (AF)

	2025	2030	2035	2040	2045
Supply Totals	11,319	11,520	11,816	12,017	12,218
Demand Totals	9,387	9,598	9,909	10,120	10,331
Difference	1,932	1,922	1,907	1,897	1,887

Source: City of Cerritos 2020 UWMP, 2021

Therefore, water demand from the proposed Project would be within the City Water Utility's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Thus, impacts related to construction of new water supplies would be less than significant.

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

Less Than Significant Impact. The Project site receives wastewater treatment service from the Sanitation Districts of Los Angeles County (District). The Project site would make connections to existing sewer lines in Shoemaker Avenue. Three of the Districts wastewater treatment plants treat wastewater flow originating from Cerritos. The Los Coyotes Water Reclamation Plan (WRP) has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The District estimates approximately 69 gallons per person per day of wastewater is generated within LACSD's service area and based on a CY 2020 population of 50,145 within the City's service area, the estimated amount of wastewater collected by the City is approximately 3.4 million gallons per day (10.42 acre-feet).

Industrial uses generate approximately 1,700 gallons per day (gpd) per acre of wastewater. Thus, the 7.21-acre Project site would generate approximately 12,104 gpd of wastewater or 0.03 acre-feet per day. As such, wastewater is a conservative estimate of the increase of wastewater demand associated with implementation of the Project. Therefore, the proposed Project's wastewater generation would be within the current capacity for the District and no new or expanded facilities are required. Therefore, impacts related to wastewater generation are less than significant.

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

Less Than Significant Impact.

Solid waste collected within the City is collected by a private contractor (Athens Services) and is transported to the Downey Area Recycling and Transfer Station (DART). DART is a materials recovery/transfer facility that recovers recyclable materials from various cities. Waste generated in the City is sorted for recyclable materials. The sorted waste is then delivered to American Organics Composting Facility, Bowermen Landfill, Mid-Valley Sanitary Landfill, and others.

As reported by CalRecycle in 2022, the Scholl Canyon Landfill is permitted to accept 3,400 tons per day of solid waste through 2030. The Mid Scholl Canyon Landfill has a remaining capacity of 9,900,000 tons. In Thus, on average, the facility had additional capacity of approximately 77 tons per day (CalRecycle 2022). In addition, the Calabasas Landfill is permitted to accept 3,500 tons per day of solid was through 2029. The Calabasas Landfill has a remaining capacity of approximately 14,500,000 tons. Thus, on average, the facility had additional capacity of approximately 3,100 tons per day or would be able to operate through 2033 accepting the permitted 3,500 tons per day.

Construction
Construction of the proposed Project would require demolition of the existing industrial building and associated structures. Demolition of the existing onsite buildings would result in a total of 13,225 tons of debris. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition activities, which would generate the most solid waste would generate approximately 4,629 tons of solid waste. As described in the Air Quality Analysis, included in Appendix A to this IS/MND, demolition is expected to take 15 days. As such this would equate to approximately 308.6 tons of solid waste per day.

As described above, the supporting landfill facilities have additional capacity of approximately 3,177 tons per day. The facilities serving the Project would be able to accommodate the addition of 308.6 tons of waste per day during demolition of the proposed Project. Therefore, the supporting landfill facilities would be able to accommodate solid waste from construction of the proposed Project.

Operation
The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, the proposed industrial warehouse would generate approximately 150.5 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 37.5 tons per year or 0.72 ton per week.

As described above, the supporting landfill facilities have additional capacity of approximately 3,177 tons per day. Thus, the landfills would be able to accommodate the addition of 0.31 ton of waste per week from the Project. Therefore, the landfill facilities would be able to accommodate solid waste from operation of the proposed Project, and impacts related to new or expanded landfill capacity would be less than significant.

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

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

As stated in Response 5.19(d) above, the proposed Project would be required comply with the City's Municipal Code Section 8.24.100, *Construction and Demolition Debris Recycling Program*, which requires that

developments must meet the minimum diversion requirement. The proposed Project would also be required to comply with all federal, State, and local regulations related to solid waste including all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, impacts related to solid waste would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

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

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

Less Than Significant Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Severity Zone (FHSZ). The proposed Project would be located within a Local Responsibility Area (LRA) (CAL FIRE 2020). As stated in Section 5.9 of this IS/MND, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via existing driveways from Shoemaker Avenue and Moore Street and would connect to an internal access way that would ensure access for emergency vehicles within the interior of the site. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Los Angeles County Fire Department and the City as part of the Project permitting approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Since the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to an emergency response or evacuation (if any) would be less than significant.

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

Less than Significant Impact. As stated previously, the Project site is not located within a VHFHSZ. The Project site and surrounding area are currently developed, and therefore, lack extensive combustible materials and vegetation necessary for the uncontrolled spread of a wildfire. The Project area is not characterized by undeveloped wildlands.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes an industrial development in an area characterized by existing industrial uses. Additionally, adherence to the provisions set forth in Municipal Code Chapter 15.24 which states the Los Angeles County Fire Code Title 32 is the fire code of the City, adopted by reference, would limit potential risk associated with wildland fires within the Project site by requiring the use of flame retardant and noncombustible materials. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of existing development in the area. Thus, impacts related to other factors that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. The Project does not include any changes to existing driveways along Shoemaker Avenue and Moore Street, or include changes to public or private roadways within the Project site, that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment and no impacts would occur.

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

Less Than Significant Impact. The Project site is relatively flat and there are limited elevation changes in the Project vicinity. According to the FEMA FIRM maps, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

As established in Section 5.10 of this IS/MND, during Project construction soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the proposed Project would not substantially alter the existing onsite drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Therefore, impacts would be less than significant.

As established in Section 5.7 of this IS/MND, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, projects in the City are required to comply with the CBC, which would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of the CBC, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. Based on the discussion in Section 5.4, *Biological Resources*, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, MM BIO-1 has been included to comply with the nesting bird provisions of the MBTA as there are ornamental trees onsite.

As described in Section 5.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. As described previously, the Project site has been previously disturbed from various past development that involve grading and installation of utility infrastructure. As a result of proximity to historic resources and a negative SLF result, the potential for archaeological resources exists on site is low. However, PPP CUL-1 has been included to ensure proper procedures are implemented in the even human remains are unearthed during ground-disturbing activities. Implementation of Mitigation Measures TCR-1 through TCR-3 would reduce potential impacts to tribal cultural resources to less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 5.1 through 5.20 of this IS/MND, mitigation would be required and incorporated as necessary. Similarly, all other development projects would be required to adhere to existing regulations and implement mitigation measures to reduce impacts to less than significant levels, which in combination would reduce potential for cumulative impacts. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less Than Significant with Mitigation Incorporated. Based on the Project Description and the preceding responses in Sections 5.1 through 5.20 of this document, implementation of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

Plans, Programs, or Policies (PPPs)

PPP AES-1, as listed in Section 5.1.

PPP AQ-1 through AQ-3, as listed in Section 5.3.

PPP CUL-1, as listed in Section 5.5.

Mitigation Measures

MM BIO-1, as listed in Section 5.4.

MM GEO-1 through GEO-3, as listed in Section 5.7.

MM TCR-1 through TCR-3, as listed in Section 5.18.

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