Initial Study and
Mitigated Negative Declaration

OMP Nelson Avenue Development

15010 & 15100 Nelson Avenue
City of Industry

Lead Agency:

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

Prepared By:

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

October 10, 2023

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Appendix L - Preliminary Hydrology Calculations for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue, City of Industry, California. Thienes Engineering, Inc. March 1, 2022, revised July 21, 2022.

Appendix M - 15010-15100 Nelson Avenue, City of Industry, CA. Environmental Noise Study. Salter, Inc. June 13, 2023.

Appendix N - Vehicle Miles of Travel (VMT) Assessment for 15010 and 15100 Nelson Avenue. CNC Engineering. May 18, 2022.

CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study/Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*), and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*), ("CEQA") to evaluate the potential environmental impacts associated with the implementation of the proposed OMP Nelson Avenue Development ("Project") located at 15010 & 15100 Nelson Avenue in the City of Industry, California. This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

1.2 Documents Incorporated by Reference

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

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry General Plan Update Final Environmental Impact Report (June 12, 2014)
- City of Industry Municipal Code Chapter 17.16 "Industrial Zone"
- City of Industry Municipal Code Chapter 17.20 "Manufacturing – Commercial Overlay Zone (M-C Overlay)"
- Los Angeles County General Plan (updated July 2022)
- Los Angeles County GIS Data Portal and Interactive Map (GIS-NET)
- South Coast Air Quality Management District (SCAQMD)
- 2022 Air Quality Management Plan (AQMP) (adopted December 2, 2022)

1.3 Documents Prepared for the Project

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

- Air Quality and Greenhouse Gas Assessment (Appendix A)
- Phase I Environmental Site Assessment 15100 Nelson Avenue (Appendix B)
- Report Reliance for Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue (Appendix C)
- Additional Site Investigation 15100 Nelson Avenue (Appendix D)
- Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue (Appendix E)
- Report Reliance for Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue (Appendix F)
- Revised Hazardous Building Material Survey (Appendix G)
- Geotechnical Investigation (Appendix H)
- Geotechnical Investigation Response Letter to Peer Review Comments (Appendix I)
- Results of Infiltration Testing (Appendix J)
- Low Impact Development (LID) Report (Appendix K)
- Preliminary Hydrology Calculations (Appendix L)

- Environmental Noise Study (Appendix M)
- Vehicle Miles of Travel (VMT) Assessment for 15010 and 15100 Nelson Avenue (Appendix N)

CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. Project Title:
OMP Nelson Avenue Development

2. Lead Agency Name and Address:
City of Industry
15625 East Stafford Street
City of Industry, CA 91744

3. Contact Person and Phone Number:
Dina Lomeli, Contract Senior Planner
(626) 333-2211 ext. 115
dlomeli@cityofindustry.org

4. Project Location:
15010 & 15100 Nelson Avenue
City of Industry, CA 90601

5. Project Applicant's Name and Address:
Overton Moore Properties
19700 S. Vermont Avenue, Suite 101
Torrance, CA 90502
(310) 323-9100

6. General Plan Designation:
Employment

7. Zoning Designation:
Industrial (M) – APN: 8208-011-009
Industrial-Commercial Overlay (M-C) – APN: 8208-011-029

8. Project Description:
Overton Moore Properties ("Applicant"), has submitted to the City of Industry ("City") an application for a Development Plan ("DP") which consists of the construction of a new 147,691 square-foot tilt-up concrete industrial building on approximately 8.79 acres of non-vacant land located at 15010 & 15100 Nelson Avenue, City of Industry, California. The proposed building is designed to accommodate up to two (2) tenants with a wide variety of uses, including light assembly, manufacturing, E-commerce, and warehousing/distribution. The site currently consists of five (5) commercial/industrial buildings, totaling 22,040 square feet. The existing on-site buildings, parking lots, and associated improvements will be demolished as a part of this project. In addition to the proposed demolition and the construction of the new industrial building, site improvements include the construction of parking spaces, installation of landscaping, stormwater systems, and lighting. The aforementioned information is collectively referred to herein as the "Project". *Figures 2-1 and 2-2* depict the Project site's regional vicinity and the Project boundary respectively. The Project site plan is provided as *Figure 2-6*. The Project area

consists of two (2) irregular-shaped parcels: Accessor's Parcel Numbers (APNs) 8208-011-029 and 8208-011-009 *(See Figure 2-3)*.

The City's General Plan land use designation for the Project site is Employment and the zoning designation APN 8208-011-009 is Industrial (M), and for APN 8208-011-029 is Industrial-Commercial Overlay (M-C Overlay). *Figures 2-4 and 2-5* depict the General Plan and Zoning designations respectively for the Project site. The Project site is located within the northwestern portion of the City, and is surrounded by manufacturing/distribution uses in the City, as well as single-family residential uses in the City of La Puente to the north, and a mobile home park in Avocado Heights (unincorporated Los Angeles County) to the southwest. The site is bordered by Nelson Avenue to the northeast, existing manufacturing/distribution uses to the northwest and southeast, and a railroad easement to the southwest.

The proposed building consists of 5,000 square feet of office space on the first and second floors, and 137,730 square feet of warehouse space, for a total building area of 147,691 square feet. The Project is accessible via two (2) forty-foot (40') wide driveways off Nelson Avenue. Section 17.36.060.K. of the City's Municipal Code ("Code") specifies that "[t]he number of parking spaces which shall be provided is based upon the square footage of the building which they are intended to serve and the use to which that building is to be put." Based on the total building area of 147,691 square feet, the Project requires 214 parking stalls. The Project includes 218 standard parking stalls and 82 tractor-trailer parking stalls. Thus, the proposed parking for the Project complies with the City's Code. Pursuant to Section 17.36.060.Q. of the City's Code, 12 percent of the subject parcel must be landscaped, which is 45,925 square feet for the Project site. The Project includes 46,357 square feet of total landscaped area (12.1% of property), and therefore complies with the City's Code. *Figures 2-7 and 2-8* illustrate the overall floor plan and exterior elevations respectively for the proposed Project.

9. Surrounding Land Uses and Setting:

The Project site has a General Plan Land Use designation of Employment and a zoning designation of Industrial (APN: 8208-011-009), and Industrial-Commercial Overlay (APN: 8208-011-029). Immediate surroundings are zoned as Industrial (M) and Industrial Commercial Overlay (M-C) in the City, Low Density Residential (R1) in the City of La Puente, and Light Manufacturing (M-1-BE-IP) in the Community of Avocado Heights in Unincorporated Los Angeles County. Land uses surrounding the Project site are described below:

North: The City of La Puente borders the Project site to the north. Uses north of the Project site include single-family residences, Puente Creek, and Nelson Elementary School. Industrial uses are located northwest of the Project site, and are zoned Commercial Overlay (M-C) within the City.

East: The City of La Puente borders the Project site to the east, and uses east of the Project site include single-family residences.

South: The Project site is bounded by the Union Pacific Railroad to the southwest, and light industrial uses are located south of the site. The Community of Avocado Heights, within Unincorporated Los Angeles County, is located south of Valley Boulevard, and includes light industrial uses which are zoned Manufacturing (M-1-BE-IP).

West: Surrounding uses west of the Project site include light industrial uses zoned Light Manufacturing (M-1BE-IP) in the Community of Avocado Heights, within Unincorporated Los Angeles County.

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

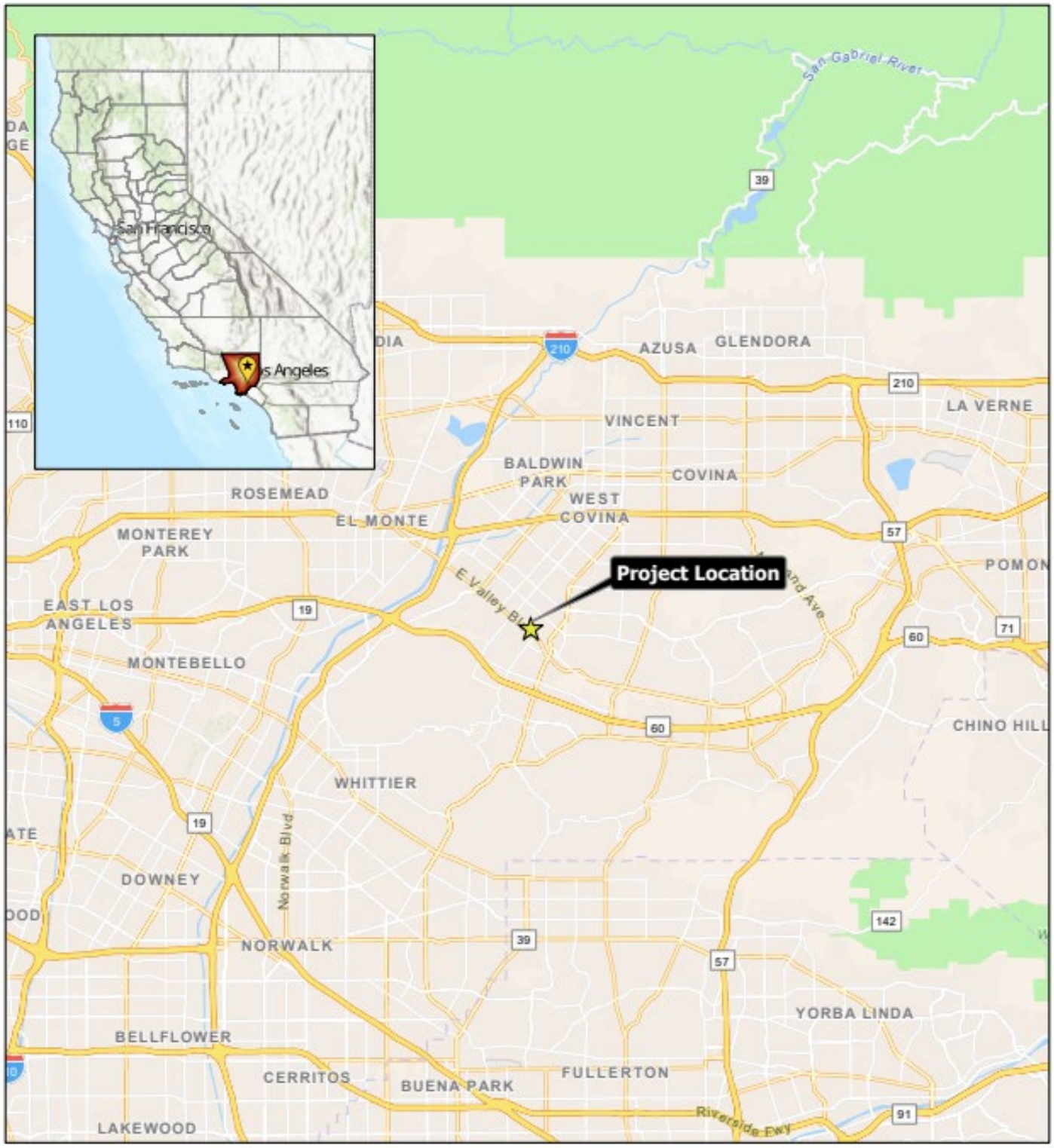
- Los Angeles Regional Water Quality Control Board (NPDES permit; construction storm water run-off permits, Storm Drain MS4 Permit)
- Los Angeles County Fire Department (for emergency site access review)
- Los Angeles County Building Department (site plan review)
- Los Angeles County Public Works Department

11. California Native American Tribes:

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

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

The City, as Lead Agency, commenced the AB 52 process by transmitting letters of notification on October 27, 2022, to three (3) tribes that are traditionally and/or culturally affiliated with the Project area, or have specifically requested notice for all projects within the City. The tribes included in the notification were the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians. As of August 3, 2023, the City has not received any consultation requests on the proposed Project, resulting in the conclusion of AB 52 consultation.



CASC Engineering and Consulting

N

0 2.25 4.5 9 Miles

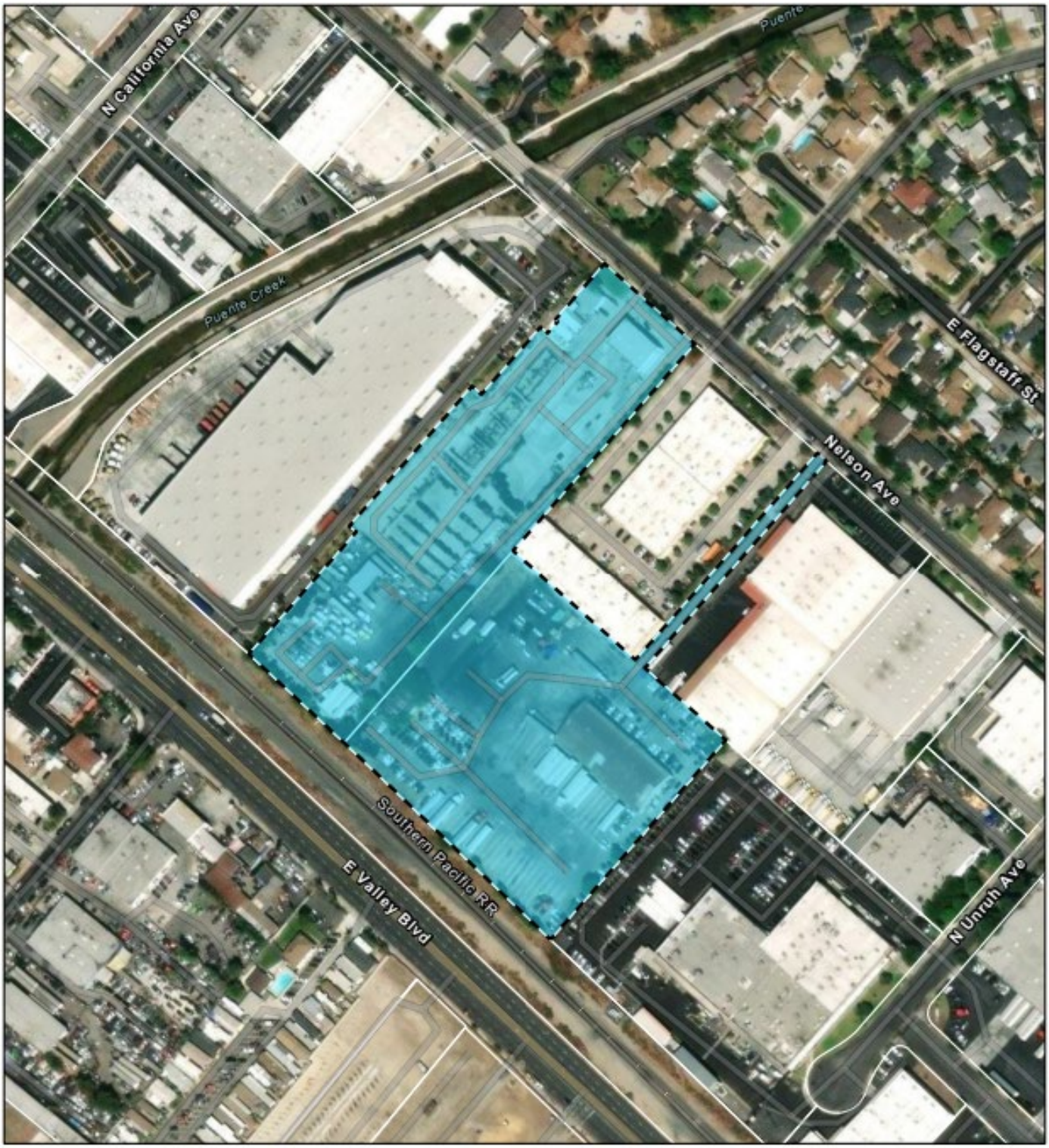
Figure 2-1 Regional Map

OMP Nelson Avenue Development

15010-15100 Nelson Avenue, City of Industry
County of Los Angeles

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

APN: 8208-011-029; 8208-011-009



CASC Engineering and Consulting
www.cascinc.com

N

0 125 250 500 US Feet

Figure 2-2 Project Boundary

OMP Nelson Avenue Development

15010-15100 Nelson Avenue, City of Industry
County of Los Angeles

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

APN: 8208-011-029; 8208-011-009

CASC Engineering and Consulting

N

Figure 2-3 Assessor's Parcel Number

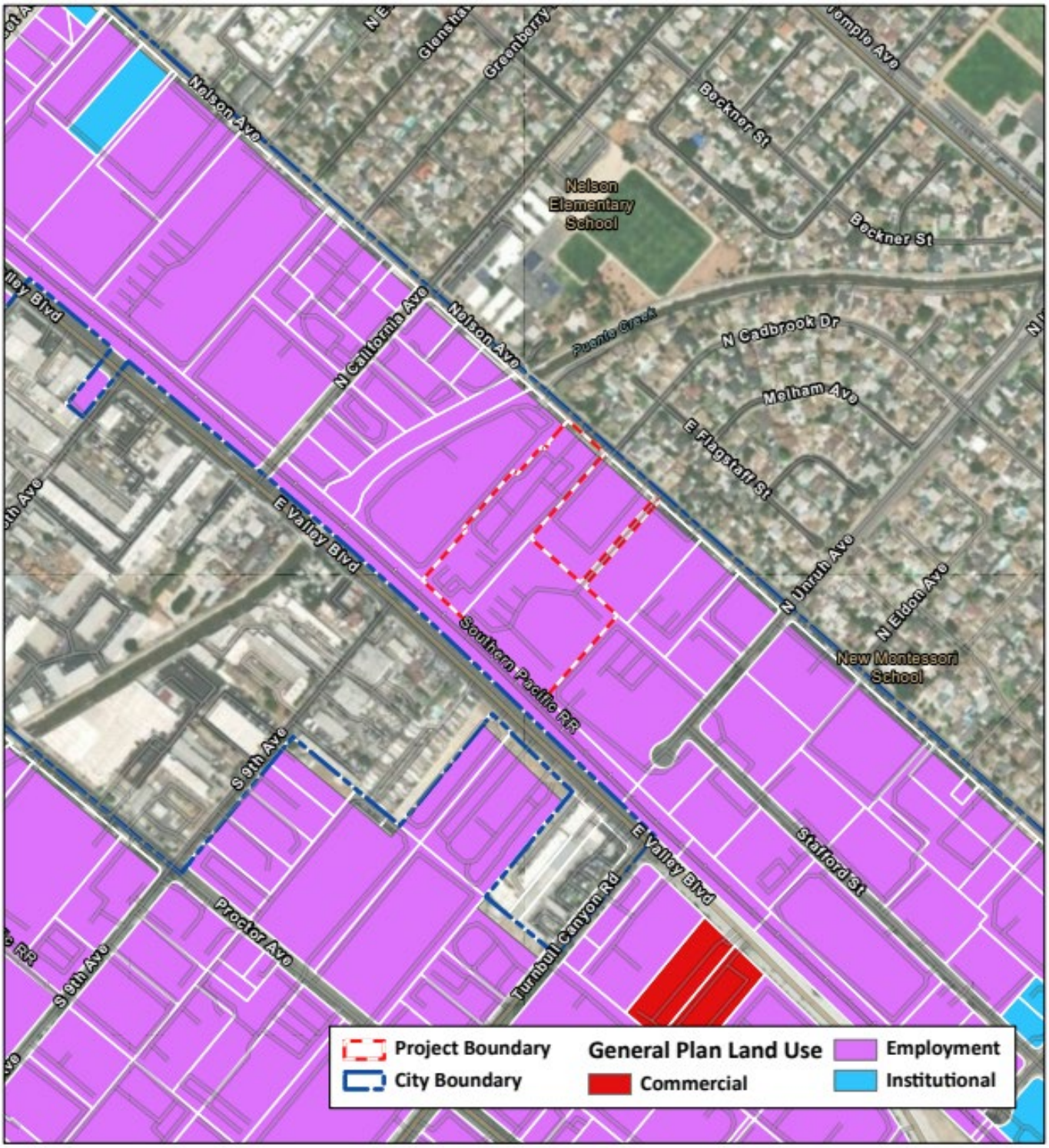
OMP Nelson Avenue Development

0 125 250 500 US Feet

15010-15100 Nelson Avenue, City of Industry
County of Los Angeles

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

APN: 8208-011-029; 8208-011-009



CASC Engineering and Consulting

N

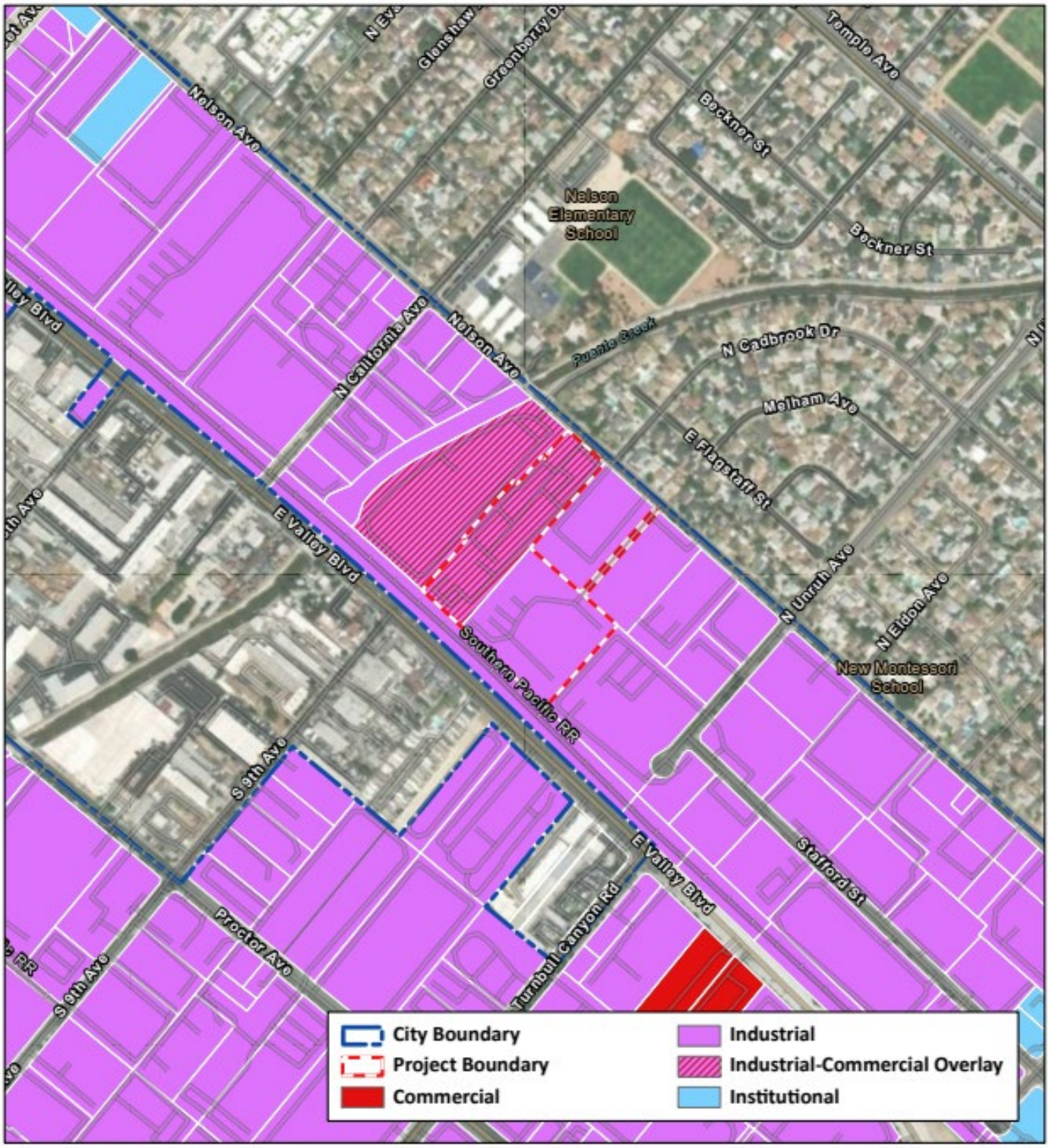
Figure 2-4 General Plan Land Use

OMP Nelson Avenue Development

0 375 750 1,500 US Feet

15010-15100 Nelson Avenue, City of Industry
County of Los Angeles

APN: 8208-011-029; 8208-011-009



CASC Engineering and Consulting

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0 345 690 1,380 US Feet

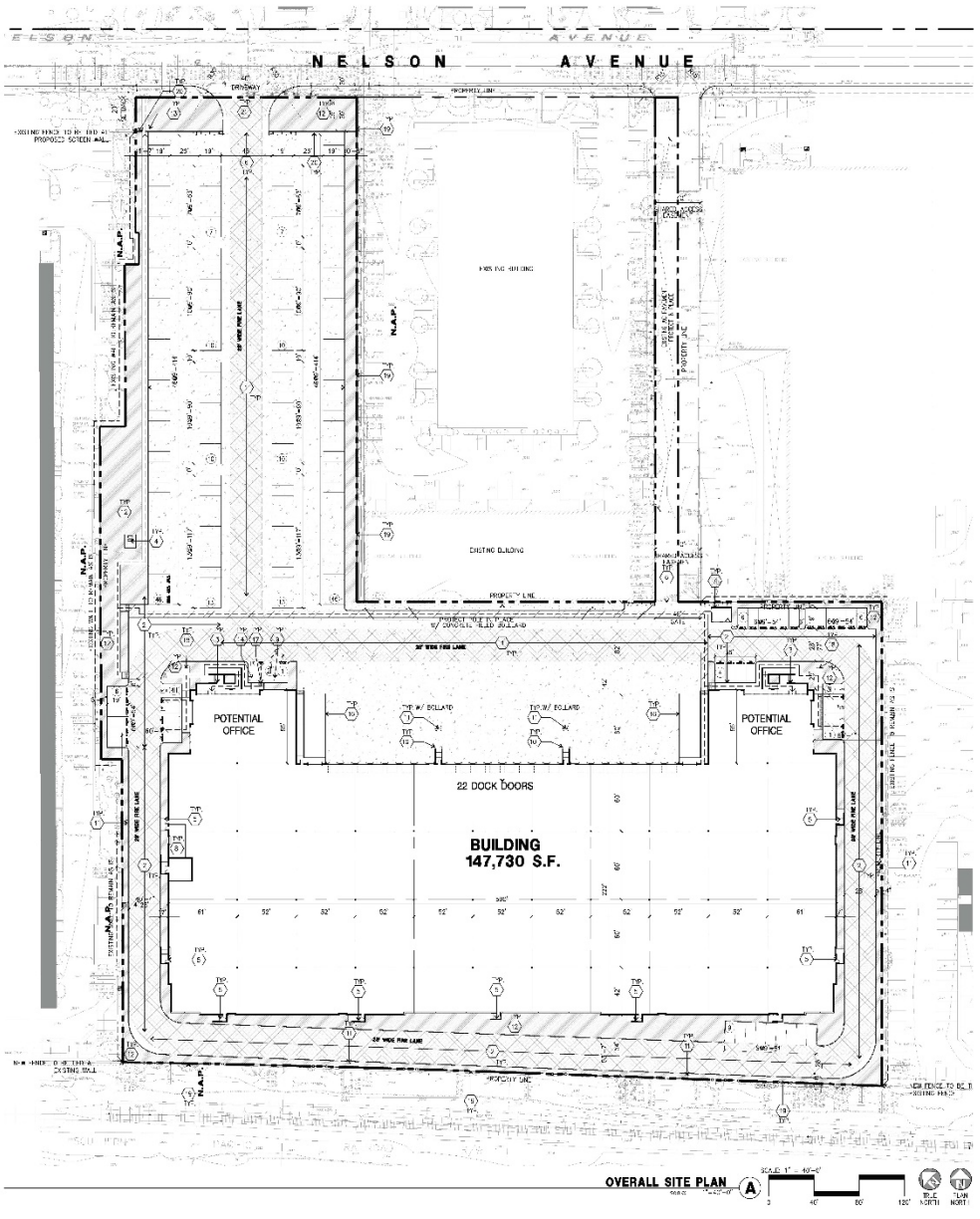
Figure 2-5 Zoning

OMP Nelson Avenue Development

15010-15100 Nelson Avenue, City of Industry
County of Los Angeles

APN: 8208-011-029; 8208-011-009

Figure 2-6: Site Plan



SITE PLAN KEYNOTES

1. CONCRETE PAVING
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY WITH BROOM FINISH
4. PROPOSED TRANSFORMER LOCATION
5. 6'-0"WIDE 6'-0"HIGH TUBULAR CONCRETE EXTERIOR LANDING TO EXIT AT ALL EXITS OR MAN DOORS TO LANDSCAPE AREAS. FINISH TO BE MEDIUM BROOM FINISH
6. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY
7. TRASH ENCLOSURE PER CITY STANDARD SEE DETAIL C/DAB-A4.1
8. ELECTRICAL AND FIRE PUMP ROOM
9. PAD-MOUNT VENDING MACHINE
10. CONCRETE FILLED STEEL POST 36" DIA. EMBED 42" MIN.
11. PAINTED STRIPING - TYPICAL LOCATION
12. LANDSCAPE ALL LANDSCAPE AREAS INDICATED BY SHADING
13. ACCESSIBLE ENTRY SIGN
14. ACCESSIBLE PARKING STALL SIGN
15. EXTERIOR CONCRETE STAIR
16. 12" HIGH CONCRETE RETAINING WALL
17. PAINTED CURB
18. SHORT TERM BIKE RACK
19. 8' HIGH BLACK POWDER COATED TUBE METAL FENCING
20. 12' WIDE CONCRETE RAMP WITH HANDRAILS AND SIDEWALLS
21. DECORATIVE ENTRANCE PAVEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY [illegible]
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR STRIPE LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL NOTIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR UNDERGROUND PLUMBING.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 4' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 1/4" IN WIDTH PARALLEL JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" MINIMUM WIDTH.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") RAISED CURB.
16. ALL CURBING NEAR TO UTILITY STRUCTURES SUCH AS TRANSFORMERS, HVAC EQUIPMENT, AND BACK FLOW PREVENTION VALVES SHALL BE LOCATED OUT OF VIEW FROM A PUBLIC STREET OR ADEQUATELY SCREENED IT THROUGH THE USE OF LANDSCAPING AND/OR MASONRY WALLS.

SITE LEGEND

- CONCRETE PAVING
- ASPHALT CONCRETE PAVING
- STANDARD PARKING
- HANDICAP PARKING
- DISABLED PARKING (VAN)
- LANDSCAPED AREA
- PATH OF TRAVEL
- 22' WIDE FIRE LANE
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT - APPROXIMATE LOCATION

TABULATION

SITE AREA	
in s.f.	382,713 s.f.
in acres	8.79 ac
BUILDING AREA	
Office 1st floor	5,000 s.f.
Office 2nd floor	5,000 s.f.
Warehouse	137,730 s.f.
TOTAL	147,730 s.f.
COVERAGE	38.6%
AUTO PARKING REQUIRED	
0-25k @ 1/500 s.f.	50 stalls
25K-100K @ 1/750 s.f.	100 stalls
above 100K @ 1/1,0000 s.f.	64 stalls
TOTAL	214 stalls
AUTO PARKING PROVIDED	
Standard (9' x19')	218 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x53')	82 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Industrial (I)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 150'	
MAXIMUM FLOOR AREA RATIO	
F.A.R. - .50	
LANDSCAPE REQUIREMENT	
Percentage - 12 %	
LANDSCAPE PROVIDED	
in s.f.	12.1%
in percentage	46,357 s.f.
SETBACKS	
Building	
min. 30' from the curb line of all streets	

PROJECT INFORMATION

Owner / Applicant
[illegible]
[illegible]
TORRANCE, CA 90502
PHONE: 310-754-7488
CONTACT: [illegible]

Applicant's Representative
[illegible]
[illegible]
IRVINE, CA 92612
PHONE: (949) 862-2126
CONTACT: MATT ERWIN

Address of the property
[illegible]

Assessor's Parcel Number
6239-017-026
6239-017-029

Code Analysis
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CA ENERGY CODE
2019 CA GREEN BUILDING STANDARDS

Construction Type
CONCRETE TILT-UP BUILDING
BUILDING OCCUPANCY: S-1/B
CITY OF A GUARD HOUSE
CONSTRUCTION TYPE: II - N
FIRE SPRINKLERS: NFPA 13 SYSTEM

Zoning
ZONING DESIGNATION - M INDUSTRIAL

LEGAL DESCRIPTION

PARCEL 1:

PARCEL 2 OF PARCEL MAP NO. 253, IN THE CITY OF INDUSTRY, AS PER MAP RECORDED IN BOOK 214, PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS OR OTHER HYDROCARBON MINERALS AND OIL TOGETHER WITH THE RIGHT TO DRILL AND MAINTAIN OIL WELLS THEREIN, THROUGH AND BENEATH SAID LAND AND TO EXTRACT OIL, GAS OR OTHER HYDROCARBON SUBSTANCES, TOGETHER WITH RIGHTS OF WAY AND EASEMENTS FOR ALL PURPOSES NECESSARY TO EXTRACT OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THEREFROM BUT WITHOUT THE RIGHT TO ENTER UPON OR THROUGH SAID PROPERTY, EXCEPT BELOW A DEPTH OF 500 FEET, AS RESERVED IN THE DEED RECORDED AUGUST 29, 1960 AS INSTRUMENT NO. 2344 IN BOOK D1960 PAGE 1 OF OFFICIAL RECORDS.

PARCEL 2:

AN EASEMENT FOR DRAINAGE PURPOSES OVER THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 253, IN THE CITY OF INDUSTRY, AS PER MAP FILED IN BOOK 214, PAGES 24 AND 25 OF PARCEL MAPS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS CONTAINED IN THE CERTAIN AGREEMENT FOR AND GRANT OF EASEMENT RECORDED JUNE 25, 1980 AS INSTRUMENT NO. 80695739, AS AMENDED BY THAT CERTAIN AMENDMENT TO GRANT OF EASEMENT RECORDED DECEMBER 15, 2015 AS INSTRUMENT NO. 20150573602 IN THE LOS ANGELES COUNTY OFFICIAL RECORDS.

PARCEL 3:

THAT PORTION OF LOT 443 OF TRACT NO. 606, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 15 PAGES 142 AND 143 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT NORTH 41° 29' 50" EAST 443.2 FEET; THENCE PARALLEL WITH THE NORTHWESTERLY LINE OF SAID LOT NORTH 48° 28' 45" WEST 463.98 FEET TO THE TRUE POINT OF BEGINNING; THENCE PARALLEL WITH THE SOUTHEASTERLY LINE SOUTH 41° 29' 50" WEST 736.39 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID SOUTHWESTERLY LINE, NORTH 48° 28' 45" WEST 50.00 FEET TO THE MOST SOUTHERLY CORNER OF LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED JUNE 25, 1980 AS INSTRUMENT NO. 80695739, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE SOUTHEASTERLY AND NORTHEASTERLY LINES OF LAND DESCRIBED IN SAID DEED THE FOLLOWING TWO COURSES: NORTH 41° 29' 50" EAST 736.39 FEET AND NORTH 48° 28' 45" WEST 50.00 FEET TO THE MOST SOUTHERLY CORNER OF LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED DECEMBER 15, 2015 AS INSTRUMENT NO. 20150573602 IN THE OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE SOUTHEASTERLY LINE OF LAND DESCRIBED IN SAID DEED NORTH 41° 29' 50" EAST 736.39 FEET TO THE MOST SOUTHERLY CORNER OF LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED JUNE 25, 1980 AS INSTRUMENT NO. 80695739, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE SOUTHEASTERLY LINE OF LAND DESCRIBED IN SAID DEED NORTH 41° 29' 50" EAST 443.2 FEET TO THE NORTHEASTERLY LINE OF SAID LOT; THENCE ALONG SAID NORTHEASTERLY LINE SOUTH 48° 28' 45" EAST 50.00 FEET TO THE MOST EASTERLY CORNER OF SAID LOT; THENCE ALONG THE NORTHWESTERLY LINE OF SAID LOT SOUTH 41° 29' 50" WEST 1,915.18 FEET TO THE MOST NORTHERLY CORNER OF LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED JUNE 25, 1980 AS INSTRUMENT NO. 80695739, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE NORTHEASTERLY LINE OF LAND DESCRIBED IN SAID DEED SOUTH 48° 28' 45" EAST 463.98 FEET TO THE MOST EASTERLY CORNER OF LAND DESCRIBED IN SAID DEED; THENCE ALONG THE SOUTHWESTERLY LINE OF LAND DESCRIBED IN SAID DEED SOUTH 41° 29' 50" WEST 736.39 FEET TO THE MOST SOUTHERLY CORNER OF LAND DESCRIBED IN SAID DEED; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT SOUTH 41° 29' 50" WEST 443.2 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT NORTH 48° 28' 45" WEST 2,166 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBONS, SUBSTANCES, LYING BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 4:

AN EASEMENT FOR UNDERGROUND WATER AND GAS PIPE LINES OVER THE NORTHWESTERLY 7 FEET OF THAT PORTION OF LOT 443 OF TRACT NO. 606, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 15 PAGES 142 AND 143 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING VERTICALLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF SAID LOT DISTANT NORTH 41° 29' 50" EAST 443.20 FEET FROM THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE PARALLEL WITH THE NORTHWESTERLY LINE OF SAID LOT NORTH 48° 28' 45" WEST TO THE NORTHWESTERLY LINE OF SAID LOT.

PARCEL 5:

AN EASEMENT FOR ROAD AND HIGHWAY PURPOSES OVER THE NORTH 40 FEET OF THE SOUTH 60 FEET OF THE EAST 30 FEET OF THAT PORTION OF LOT 443 OF TRACT NO. 606, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 15 PAGES 142 AND 143 OF MAPS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 443; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 443, NORTH 41° 29' 50" EAST 1,852.18 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 41° 29' 50" EAST 443.20 FEET; THENCE PARALLEL WITH SAID SOUTHWESTERLY LINE NORTH 48° 28' 45" WEST 2,166 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 443; THENCE ALONG SAID NORTHWESTERLY LINE, SOUTH 41° 29' 50" WEST 443.20 FEET TO THE NORTHWESTERLY LINE OF LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED JUNE 25, 1980 AS INSTRUMENT NO. 80695739, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHWESTERLY LINE SOUTH 48° 28' 45" EAST 2,166 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF SURFACE ENTRY.

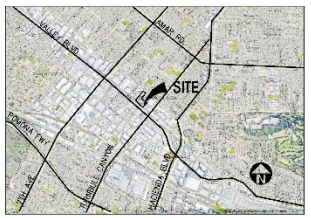
PARCEL 6:

AN EASEMENT FOR INGRESS AND EGRESS, PURPOSES WITHIN THE RIGHT OF WAY, TO EXIST OVER THE NORTHWESTERLY 30 FEET OF THAT PORTION OF LOT 443 OF TRACT NO. 606, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 15 PAGES 142 AND 143 OF MAPS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 443; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 443, NORTH 41° 29' 50" EAST 1,852.18 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 41° 29' 50" EAST 443.20 FEET; THENCE PARALLEL WITH SAID SOUTHWESTERLY LINE NORTH 48° 28' 45" WEST 2,166 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 443; THENCE ALONG SAID NORTHWESTERLY LINE, SOUTH 41° 29' 50" WEST 443.20 FEET; THENCE PARALLEL WITH SAID SOUTHWESTERLY LINE SOUTH 48° 28' 45" EAST 2,166 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT FROM PARCELS 1 AND 2 ALL RIGHT, TITLE AND INTEREST IN AND TO ALL OIL, MINERALS AND HYDROCARBON SUBSTANCES IN OR UNDER SAID LAND, RESERVED BY ALL-PACIFIC COMPANY, A CALIFORNIA CORPORATION, IN DEED RECORDED MARCH 16, 1962 AS INSTRUMENT NO. 3662 OF OFFICIAL RECORDS.

AERIAL MAP



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Project:
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CITY OF
INDUSTRY
15010-15100 NELSON AVENUE
CITY OF INDUSTRY, CA

Consultants:

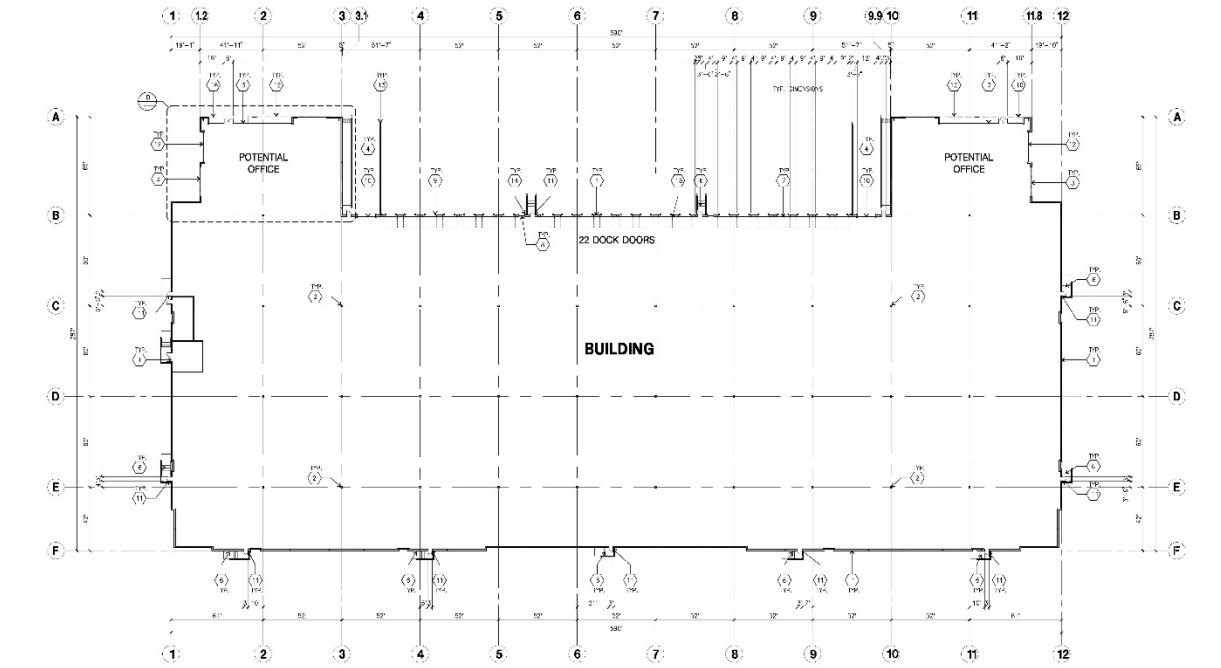
Civil:	THIENES
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	EMERALD DESIGN
Fire Protection:	-
Soils Engineer:	-

Title: OVERALL SITE PLAN

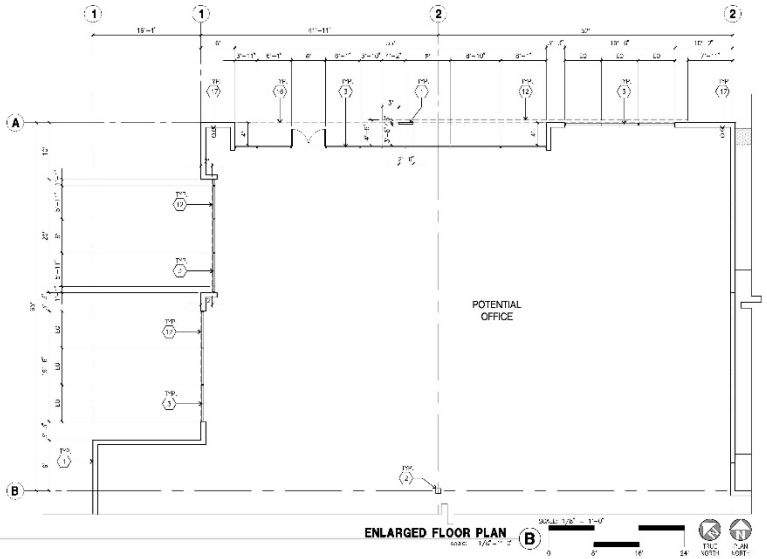
Project Number:	21441
Drawn by:	ML
Date:	03/25/2022
Revision:	
2ND SUBMITTAL	09/28/22

Sheet:
DAB-A1.1

Figure 2-7: Overall Floor Plan



OVERALL FLOOR PLAN A



ENLARGED FLOOR PLAN B

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. SPECIFICATION STEEL COLUMN.
3. PAINTED STEEL DOOR AND FRAME WITH CLEAR 1/4" GLASS IN 6" X 6" FRAMING FOR SIZE, SEE DOOR AND SCHEDULE.
4. CONCRETE MASONRY UNIT (CMU) CONC TILT-UP GUARD WALL OR BUILDING WALL ON EXTERIOR SIDE OF DOCK.
5. 3'-0"X9'-0" TRUCK CONCRETE DEPRESSED LOADING RAMP PER A.D.A. ALL DEPRESSED RAMP SURFACES TO BE NON-SLIP AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. EXTERIOR CONCRETE STAIR.
7. 8' X 10' TRUCK DOOR, OPTIONAL (O.H., STANDARD GRADE.
8. LEVELER OPENING FOR WHEEL STOP.
9. DOCK BUMPER (BUMPER TYPICAL).
10. 12' X 14' O.H.D. (MFG. SECTIONAL O.H., STANDARD GRADE.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
12. SOFFIT LINE ABOVE.
13. CONC. FILLED GUARD POST, 6" DIA. O.N.O., 42" H.
14. EXTERIOR DOWNSPOUT WITH 2 OVERFLOW SCUPPER.
15. 7' CANOPY.
16. METAL CANOPY ABOVE.
17. EXTERIOR WALL MOUNTED SIGN W/ 2 OVERHEAD DOWNSPOUTS.

FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APPROXIMATELY 100' O.C. A SEPARATE PERMIT & PLAN REVIEW FOR RACK MOUNTED SPRINKLER SYSTEMS.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED BY FIRE DEPARTMENT.
3. SEE TITLE DRAWINGS FOR FINISH SURFACE INFORMATION.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL SIDE OF WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF PAINT TO CEILING.
5. SLOPE FOR 1/8" TO EXTERIOR AT ALL MAN DOOR EXITS. SEE SITE DRAWINGS FOR FINISH SURFACE LOCATION.
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL, GRID LINE, OR FACE OF STUD WALL.
7. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
8. SEE DOOR FOR DOOR TYPES AND SIZES. NOTE: ALL DOORS PER DOOR SCHEDULE ARE THICK OPENINGS.
9. CONTRACTOR TO PROTECT AND KEEP FREE FLOOR SLAB SLOPE. ALL EQUIPMENT TO BE EXPOSED TO LONG CARS AND TRUCKS.
10. ALL DOOR MAN DOORS IN WAREHOUSE TO BE ILLUMINATED EXIT SIGN INDICATED.
11. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
12. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT" IN LETTERS MOUNTING HEIGHT FOR SUCH SIGNS SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
13. EACH ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED ON THE INTERIOR SIDE, PER SEC 11B-216.5.
14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/BUILDING SECTION.
15. ROOFTOP ADDRESSES SHALL BE INSTALLED ON THE BUILDING AS STATED IN THE STANDARD CONDITIONS. NUMBERS SHALL BE AT MIN. 18" TALL AND 1" WIDE WITH A MINIMUM 1/2" WIDE STROKE, BE OF A CONTRASTING COLOR TO THE BACKGROUND AND ORIENTED WITH BOTTOM OF NUMBERS TOWARDS ADDRESSED STREET.

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Consultants:

Civil:	THIENES
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	EMERALD DESIGN
Fire Protection:	-
Soils Engineer:	-

Title: OVERALL FLOOR PLAN

Project Number:	21441
Drawn by:	ML
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Sheet:
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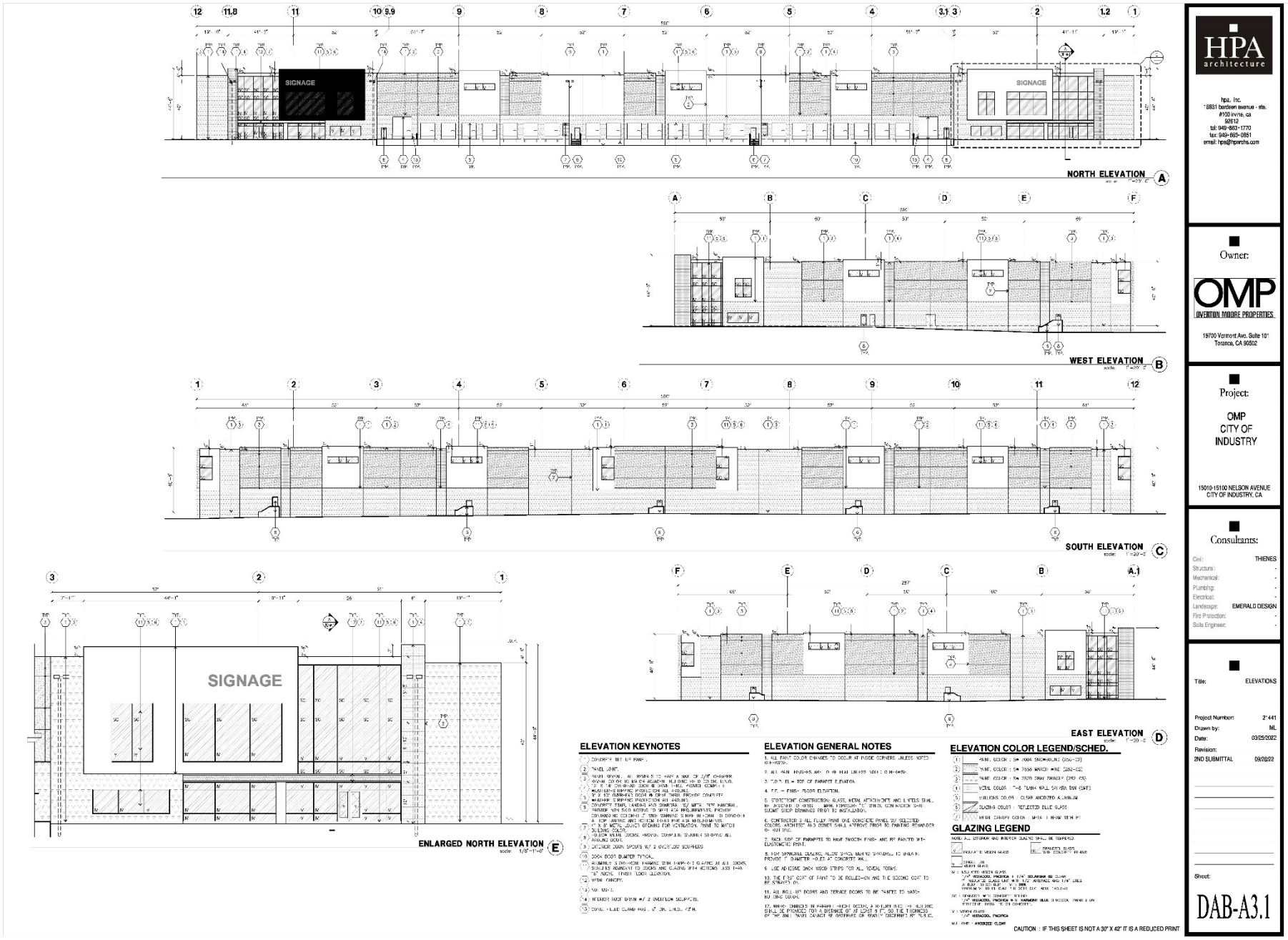
Figure 2-8: Exterior Elevations



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CITY OF INDUSTRY

15019-15100 NELSON AVENUE
CITY OF INDUSTRY, CA

Consultants:

Civil:	THIENES
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	EMERALD DESIGN
Fire Protection:	-
Soils Engineer:	-

Title: ELEVATIONS

Project Number:	21441
Drawn by:	ML
Date:	03/25/2022
Revision:	
2ND SUBMITTAL	09/28/22

Sheet:

DAB-A3.1

2.2 Environmental Factors Potentially Affected

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

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

2.3 Determination

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Dina Lomeli
Contract Senior Planner

Date

2.4 Evaluation of Environmental Impacts

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

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

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

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

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

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

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

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

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

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

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are

relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

CHAPTER THREE – ENVIRONMENTAL IMPACT DISCUSSION

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- Submitted Project Materials
- California Department of Transportation. List of Eligible and Officially Designated State Scenic Highways, 2019

Findings of Fact: The Project site is located in an urban, built-up environment within the northwest portion of the City, in the County of Los Angeles. The Project site has a land use designation of Employment, with one parcel zoned Industrial (APN: 8208-011-009), and the other zoned Industrial-Commercial Overlay (APN: 8208-011-029). The Project site is currently developed with five (5) buildings totaling 22,040 square feet that are used for warehousing, ancillary storage, and parking. Uses surrounding the Project site include light industrial buildings to the north, south, west, and single-family residences north and east of Nelson Avenue. The nearest State-designated scenic highway is a portion of State Route 91 (SR-91) located approximately 15.25

miles southeast of the Project site. The nearest historic building is the Homestead Museum which is located approximately 0.8 miles south of the Project site within the City's jurisdiction.

The Applicant proposes to demolish the existing buildings and construct one (1) industrial building totaling 147,691 square feet, with building heights ranging from 40.5 to 44.5 feet tall. Pursuant to Section 17.56.010 of the City's Code, the maximum building height for the zone is 150 feet. The proposed building will integrate new sources of lighting that will be consistent in scale and character with the surrounding uses and developments. Lighting will be constructed in a manner that prohibits excessive glare and light spill by utilizing shields or hoods that direct the light in a downward manner away from adjoining properties. These additional light sources are not anticipated to be substantial enough to adversely affect day or nighttime views in the area. The Project will be conditioned during the entitlement process to ensure compliance with the City's standards related to lighting.

Discussion of Impacts

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

Less than Significant Impact: Scenic vistas within the City are provided by the Puente Hills to the south, and the San Gabriel Mountains to the north. The proposed Project site is not located in a scenic vista and is surrounded by light industrial uses, and single- family residences north and east of Nelson Avenue. The site is currently developed with five (5) buildings approximately 22,040 square feet, that are used for warehousing and storage purposes. The Applicant proposes demolishing the existing buildings, and constructing one (1) industrial building totaling 147,691 square feet, for the intended uses of light-industrial assembly, manufacturing, E-commerce, and warehousing/distribution, which is consistent with the Industrial and Industrial-Commercial Overlay zoning designations of the site. Furthermore, the Project is consistent in scale and character with the surrounding industrial uses. Therefore, the Project would not have substantial adverse effects on a scenic vista and impacts would be less than significant.

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

Less than Significant Impact: The nearest State-designated scenic highway is a portion of SR-91 located approximately 15.25 miles southeast of the Project site. The Project site is fully developed and consists of landscaping along the property frontage on Nelson Avenue. Furthermore, the City's historic building, the Homestead Museum, lies outside of the Project vicinity and will not be impacted by the proposed development. Due to the nature of the surrounding industrial uses, the existing on-site development, and the distance between the Project site and a scenic highway, the proposed Project would have a less than significant impact on scenic resources.

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

Less than Significant Impact: The Project site is located within an urbanized area and is currently developed with approximately 22,040 square feet of industrial buildings. The proposed Project is consistent with the current General Plan Land Use Designation of Employment and the Industrial "M" zoning (APN: 8208-011-009) and Industrial Commercial Overlay "M-C" zoning (APN:8208-011-029) designations on the site. The

proposed building will be constructed of concrete tilt-up walls and will remain consistent with the visual character of the existing development, as well as the surrounding industrial uses and existing buildings in the vicinity of the Project site. The proposed buildings will range in height from 40.5 to 45.5 feet tall, which conforms with the City's (M) zoning regulations that permit heights up to 150 feet. The design of the Project is compliant with the City's Industrial (M) zoning requirements. Therefore, the Project would not conflict with zoning or other regulations and impacts to scenic quality would be less than significant.

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

Less than Significant Impact: The proposed Project would introduce new sources of light at the re-developed Project site including building, walkways, driveways, and parking. Proposed lighting will conform to the City's General Plan and Zoning Ordinance. Section 17.16.026 of the City's Municipal Code requires outdoor lighting to be shielded to direct light and glare only onto the facility premises and away from adjoining properties. All lighting would be designed, arranged, directed, or shielded to prevent excess illumination and light spillover onto adjoining land uses. These measures also serve to reduce any adverse effects of the new source of lighting on nighttime views. The on-site light sources from the proposed building are not anticipated to be substantial enough to adversely affect day or nighttime views in the area. Project design will be consistent with the current land use and surrounding land uses. Therefore, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural and Forestry Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County General Plan Update 2035
- California Department of Conservation (CDC). California Important Farmland Finder, 2016

Findings of Fact: The City was founded as a hub for business and industrial uses. According to the City's General Plan Land Use Map, there are no land uses designated for agriculture, forest, or timberland within the City's boundaries. Furthermore, the Project site is located within the northwest portion of the City, near the cities of La Puente, Hacienda Heights, and Unincorporated Los Angeles County, which contain highly urbanized residential and commercial communities. The Project site has a land use designation of Employment, and is currently developed with five (5) industrial buildings. Finally, there is no active agriculture, forest, or timberland within the vicinity of the Project.

Discussion of Impacts

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

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?

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

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

a-e) No Impact: The following analysis addresses environmental checklist questions a) through e) for Agriculture and Forestry Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS) which analyzes the suitability of soils for agricultural production. Based on the Important Farmland Finder, an interactive GIS application, the Project site is identified as "Urban and Built-Up Land" and there are no agricultural resources within the City. The Project site is not subject to a Williamson Act contract, nor would the Project conflict with zoning for agriculture uses, forest land area, or timberland production. Finally, the Project site is fully disturbed and developed with five (5) existing buildings and associated improvements. Based on the preceding, the Project would not result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use and no impact to agricultural or forestry resources would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). adopted December 2, 2022.
- Nelson Avenue Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. March 10, 2023. (Appendix A)

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

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O3) (precursor emissions include NOX and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO2), sulfur

dioxide (SO2), and lead (Pb). Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Regional Air Quality

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

Table 3-1 Maximum Daily Regional Emissions Thresholds

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

*lbs/day – Pounds Per Day

Local Air Quality

Localized Significant Thresholds (LSTs) apply to CO, NO2, PM10, and PM2.5. The SCAQMD produced look-up tables for projects less than or equal to five acres in size. The SCAQMD's screening look-up tables are utilized in determining localized impacts. It should be noted that since the look-up tables identify thresholds at only one, two, and five acres, linear regression has been utilized to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in Table 3-2 were calculated by interpolating the threshold values for the Project's disturbed acreage.

The acres disturbed is based on the equipment list and days in the demolition, site preparation and grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an eight-hour workday. For analytical purposes, emissions associated with peak site preparation and grading activities are considered for purposes of Localized Significance Thresholds (LSTs) since this phase represents the maximum localized emissions that would occur. The Project's construction activities could disturb a maximum of approximately 0.5 acres per day for demolition, one acre per day for site preparation, and 1.5 acres per day for grading activities. Any other construction phases of development would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As such, Table 3-2 presents thresholds for localized construction and operational emissions (Appendix A).

Table 3-2 Maximum Daily Localized Emissions Thresholds

Source	Activity	Emissions (lbs/day)			
		VOC	NO_X	PM_{10}	$PM_{2.5}$
Construction	Demolition	83 lbs/day	673 lbs/day	5 lbs/day	4 lbs/day
	Site Preparation	102 lbs/day	852 lbs/day	6 lbs/day	5 lbs/day
	Grading	89 lbs/day	733 lbs/day	5 lbs/day	4 lbs/day
Operations	N/A	183 lbs/day	1,814 lbs/day	14 lbs/day	9 lbs/day

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

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

Findings of Fact: The Project is consistent with the City’s General Plan, which provides consistency with the SCAQMD AQMP. Build out from local general plans adopted by cities in the SCAQMD are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

An Air Quality and Greenhouse Gas Assessment was prepared by Urban Crossroads on March 10, 2023 (Appendix A) to evaluate the Project. The California Emissions Estimator Model (CalEEMod) v2022.1 was used to calculate construction-source and operational-source criteria pollutant (VOCs, NOX, SOX, CO, PM10, and PM2.5) and GHG emissions from direct and indirect sources.

Discussion of Impacts

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

Less than Significant Impact: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most

parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

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

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

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

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

Criterion 2 - Exceed Assumptions in the AQMP?
The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP.

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

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

The Project is therefore considered to be consistent with the AQMP and a less than significant impact is expected.

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

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

Construction Related Impacts

The Project involves construction activities associated with demolition, site preparation, and grading. Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction is scheduled to occur from February 2024 to February 2025. The construction schedule analyzed in the Air Quality Assessment, dated March 10, 2023, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent (Appendix A). Table 3-3 presents the results of the Project's regional construction impact assessment, and Table 3-4 presents the results of the Project's localized construction impact assessment.

Table 3-3 Overall Regional Construction Emissions Summary

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	0.76	15.80	31.40	0.05	6.00	2.85
2024	39.40	19.40	34.70	0.05	1.73	0.70
Winter						
2023	0.70	11.10	20.40	0.03	2.58	1.10
2024	0.69	10.60	20.00	0.03	1.13	0.38
Maximum Daily Emissions	**39.40**	**19.40**	**34.70**	**0.05**	**6.00**	**2.85**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 3-4 Project Localized Construction Impacts

On-Site Emissions	Emissions (pounds/day)			
	VOC	NOx	PM_{10}	$PM_{2.5}$
Demolition				
Maximum Daily Emissions	**12.00**	**18.20**	**1.44**	**0.51**
SCAQMD Localized Threshold	83	673	5	4
Threshold Exceeded?	**No**	**No**	**No**	**No**
Site Preparation				
Maximum Daily Emissions	**15.70**	**30.00**	**5.76**	**2.79**
SCAQMD Localized Threshold	102	852	6	5
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Maximum Daily Emissions	**11.00**	**19.00**	**2.38**	**1.06**
SCAQMD Localized Threshold	89	733	5	4
Threshold Exceeded?	**No**	**No**	**No**	**No**

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

Operation Related Impacts

Long-term air quality impacts generally involve mobile source emissions generated from project-related traffic and stationary source emissions. Operational emissions would be expected from the following primary sources—mobile source emissions, area source emissions, energy source emissions, and on-site equipment emissions. The estimated emissions generated by Project operations are shown in Table 3-5, which presents the results of the Project's regional operation impact assessment. Table 3-6 presents the results of the Project's local operation impact assessment. The Project would not exceed the thresholds of significance established by the SCAQMD for emissions of any criteria pollutant. Therefore, operational emissions would be less than significant.

Table 3-5 Total Project Regional Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SOx	PM10	PM2.5
Summer						
Mobile Source	0.80	9.03	10.40	0.09	1.84	0.49
Area Source	4.44	0.05	6.42	<0.005	0.01	0.01
Energy Source	0.04	0.76	0.64	<0.005	0.06	0.06
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	**5.40**	**10.22**	**33.90**	**0.09**	**1.94**	**0.59**

SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Source	**Emissions (pounds/day)**					
	VOC	**NO_X**	**CO**	**SOx**	**PM10**	**PM2.5**
Winter						
Mobile Source	0.79	9.43	9.82	0.09	1.84	0.49
Area Source	3.39	0.00	0.00	0.00	0.00	0.00
Energy Source	0.04	0.76	0.64	<0.005	0.06	0.06
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	**4.34**	**10.57**	**26.90**	**0.09**	**1.93**	**0.58**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 3-6 Project Localized Operational Impacts

On-Site Emissions	**Emissions (pounds/day)**			
	NOx	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	2.24	25.39	0.12	0.10
SCAQMD Localized Threshold	183	1,814	14	9
Threshold Exceeded?	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional or local thresholds. The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: The locations where sensitive receptors reside and gather are considered sensitive receptor locations and can include residences and places of work. The nearest sensitive receptor locations to the Project site are listed below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- Residence located at 303 Cadbrook Dr, approximately 70 feet northeast of the Project site.
- Millenia Tax Relief, located at 15000 Nelson Avenue, approximately 42 feet northwest of the Project site.
- Sunrise Marketing Inc., located at 15046 Nelson Ave, approximately 56 feet east of the Project site.
- M&M Tires, located at 15016 Valley Blvd, approximately 238 feet southwest of the Project site.

- Howmet Aerospace, located at 135 N Unruh Ave, approximately 132 feet east of the Project site.

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

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

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

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- San Gabriel River Corridor Master Plan, June 2006

- California Department of Fish and Wildlife (CDFW) BIOS
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper
- Preliminary Hydrology Calculations for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue, City of Industry, California 91744. Thienes Engineering, Inc. March 1, 2022, revised July 21, 2022. (Appendix L).

Findings of Fact: The Project site is currently disturbed and fully developed with five (5) buildings utilized for warehousing and ancillary storage. The Project vicinity consists of industrial uses and low-density residential uses with minimal open space and vegetation. The industrial developments on and surrounding the Project site include landscaping such as non-native trees, grass, shrubs, and hedges along property boundaries and within landscaped planters. Endangered species are not likely on the Project site or in the immediate vicinity. Additionally, the Project site and immediate surrounding area are heavily developed and not designated, or likely to be deemed, as a wetland.

The San Gabriel River is located approximately 2.9 miles northwest of the Project site, San Jose Creek is located approximately 0.8 miles southwest of the Project site, and Puente Creek is located approximately 300 feet north of Project site. Puente Creek and San Jose Creek are both concrete channelized structures and are tributaries of the San Gabriel River. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water. The San Gabriel River Freeway (605), located approximately 2.8 miles northwest of the Project site, and existing industrial developments, provide a buffer between the river and the Project site. It is not anticipated that the development of the Project will have a significant impact on the San Gabriel River or other biological resources. Additional discussion pertaining to the Project's drainage and flood control is provided in *Section X. Hydrology and Water Quality* of this IS/MND.

The Project has a National Land Cover Database (NLCD) designation of "Developed, Medium Intensity" and "Developed, High Intensity" according to the CDFW's BIOS GIS application, meaning there is little to no land cover consistent with wildlife habitat. Additionally, the Project site as well as the surrounding vicinity are in urban areas that are utilized generally for industrial uses and single-family residences. The National Land Cover Database (NLCD) designation for the surrounding areas consists of "Developed, High Intensity," "Developed, Medium Intensity," and "Developed, Low Intensity". Endangered species are not likely on the Project site or in the immediate vicinity due to regional characteristics of the area and the built out, industrial nature of the City.

Discussion of Impacts

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

No Impact: The Project site is fully developed with five (5) industrial buildings, parking lots, sparse landscaping, and other on-site infrastructure that is consistent with the Project site's industrial zoning designation. No significant biological habitat exists on the Project site and no candidate, sensitive or special species are known to exist on the site or in the Project area. The Project consists of demolishing the existing structures and constructing one (1) new industrial building totaling 147,691 square feet on the site, which would not cause a

substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Therefore, no impacts would occur.

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

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

Puente Creek is a channelized structure located approximately 300 feet north of the Project site that is classified as a R4SBAx riverine streambed according to the USFWS NWI Wetlands Mapper GIS application. The classification is utilized to identify characteristics of the channel, such as the fact that the channel is manmade and has flowing water only part of the year. When water is not flowing in the channel it may remain in isolated pools or surface water may be altogether absent. When surface water is present it will typically be for brief periods during the growing season as the water table usually lies well below the ground surface for most of the season (USFWS). Under proposed conditions, the Project will continue to drain southwesterly as it historically to the existing storm drain in the southwestern corner of the site. Therefore, it is not anticipated that the Project will have an adverse effect on the water body in the vicinity, as no change in Project drainage will occur. Impacts are expected to be less than significant.

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

Less than Significant Impact: No wetlands exist on-site. The nearest wetland according to the National Wetlands Mapper is Puente Creek, an engineered drainage channel 300 feet north of the Project site that drains into the San Gabriel River. Project implementation is not anticipated to cause a significant adverse effect to the channel or river. There will be no direct removal, filling, hydrological interruption, or other means of adverse effect as this wetland is located outside of the Project site. The proposed demolition of the existing buildings onsite and construction of the one (1) new industrial building is permitted in the Industrial (M) zone and is subject to meeting local and state regulations on water quality management and best management practices. A less than significant impact would occur.

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

No Impact: No habitat including waters or native trees exist on-site. The Project site is developed and has minimal landscaping that includes non-native trees, grass, shrubs, and hedges, which are not considered to be “habitat”. Implementation of the proposed Project would not interfere with the movement of any migratory fish or wildlife species. Additionally, the Project site is not an established wildlife corridor or designated nursery site according to the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service (CDFW). No impact is expected.

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

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

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

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

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Environmental Quality Act (CEQA) 2023
- National Parks Service, U.S. Department of the Interior. National Register of Historic Places
- Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue City of Industry, California. Ardent Environmental Group, Inc. September 23, 2021. (Appendix B)
- Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue, City of Industry, California. Ardent Environmental Group, Inc. August 24,2021. (Appendix E)

Findings of Fact: Cultural resources consist of places, sites, structures, artifacts, and landscapes that are considered important for scientific, traditional, religious, or other reasons. Resources may be historical, paleontological, archaeological, architectural, or archival in nature. The City is largely built-up and is devoted primarily to activities related to business and industry. The remaining vacant land is largely approved for development. The Temple Family Homestead Museum, located at 15415 Don Julian, is registered with the National Register of Historical Places and is located approximately one (1) mile south of the Project site within the City's limit.

The Project site is fully developed with five (5) industrial buildings totaling 22,040 square feet, and is surrounded by industrial uses to the north, south, west, and single-family residences east of Nelson Avenue in the City of La Puente. Due to the built-up and industrialized uses of the site and surrounding areas, the discovery of cultural resources is unlikely. In the event that cultural resources are discovered during the grading phase of the Project, mitigation measures are identified below to ensure impacts would be less than significant.

Discussion of Impacts

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

No Impact: The Project site is developed and not within the immediate vicinity of a historical resource as defined in CEQA Guidelines §15064.5. Furthermore, the five (5)

buildings onsite are not identified on any historic register. Thus, the proposed Project would not impact any historical resource.

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

Less than Significant Impact with Mitigation Incorporated: Project construction would require grading activities and the demolition of the five (5) buildings and existing pavement onsite. Given the developed nature of the Project site and surrounding area, the discovery of archeological resources is unlikely. Although, it is not anticipated that unknown cultural resources exist on-site, Mitigation Measure **CUL-1** is identified to ensure that in the event that unanticipated resources are encountered during grading activities, potential impacts would remain less than significant. In the event archeological resources are discovered, grading activities must cease, a qualified archeologist must be consulted, and all discoveries must be documented accordingly. Implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines. A less than significant impact with mitigation incorporated would occur.

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

Less than Significant Impact with Mitigation Incorporated: Due to the developed nature of the Project site and surrounding area, no human remains, or cemeteries are anticipated to be disturbed by the proposed Project. The Phase I Environmental Site Assessment (ESA) conducted by Ardent Environmental Group, Inc. on August 24, 2021, (Appendix E) for the proposed Project reports that the historical use of the subject property was for agricultural purposes as early as 1928 until 1952. By at least 1961 the site began being used for commercial purposes up until the present day. The EDR Aerial Photographs provided in the Phase I ESA date back to 1928. Review of these aerial photos identified that by 1990 the entire site was paved and was used for building supply storage. The historical land use research performed by Ardent Environmental Group shows no indication that the site was used for cemeteries (Appendix E). Therefore, the likelihood of encountering human remains during Project development is minimal. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. As a result, Mitigation Measure **CUL-1** has been identified to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during project implementation to a less than significant level. Consistent with State law, if at any time during grading, human remains are found, the Project is to be conditioned to halt work and contact the Los Angeles County Coroner's Office. Based on compliance with existing regulations and the implementation of Mitigation Measure **CUL-1**, the Project's potential to disturb human remains is considered less than significant with mitigation.

Mitigation Measures

Mitigation:

V. (b)

CUL-1: Inadvertent Finds

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. 2022.
- California Energy Commission. Joint Energy Report – SB 100. 2022.
- California Department of General Services. California Building Standards Code (Title 24, 2022).
- California Air Resources Board. Guide to Off-Road Vehicle & Equipment Regulations.

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

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

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

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

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

Discussion of Impacts

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

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

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction Related Impacts

Construction of the Project would result in fuel consumption from construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized. The use of diesel fuel and heavy-duty equipment would not be a typical condition of the Project. Also, there are no unusual Project characteristics that would cause construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State.

Electricity and Natural Gas Usage

Southern California Edison (SCE) would provide temporary electric power for as-necessary lighting and electronic equipment. The electricity used for such activities would

be temporary and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

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

Petroleum Fuel Usage

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

Operational Related Impacts

Electricity and Natural Gas Usage

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

The operation of the Project would involve the development of one (1) industrial building totaling 147,691 square feet. According to CEQA Guidelines Appendix F, the goal of conserving energy implies the wise and efficient use of energy, including decreasing overall per capita energy consumption, reducing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The Project would comply with applicable energy efficiency requirements under Title 24 and applicable City business and energy ordinances. As a result, even with the increase in demand for electricity and natural gas, the operation of the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other similar industrial projects in the region. A less than significant impact would occur.

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

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

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

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

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- California Department of Conservation (CDC). California Earthquake Hazards Zone Application (EQ Zapp). 2021.
- Geotechnical Investigation Proposed Industrial Building 15006-15100 Nelson Avenue, City of Industry, California. Southern California Geotechnical, Inc. January 31, 2023. (Appendix H)
- Geotechnical Investigation Response Letter to Peer Review Comments Proposed Industrial Building 15006-15100 Nelson Avenue, City of Industry, California. June 15, 2023 (Appendix I).

Findings of Fact**:**

Faulting and Seismicity

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

The Project site is not included within any Earthquake Fault Zones as established by the Alquist-Priolo Earthquake Fault Zoning Act. Review of geologic literature pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The closest known active fault to the site is the Walnut Creek fault, which has been mapped approximately 0.3 mile southeast of the site. Other active or potentially active faults nearby include the Whittier section of the Elsinore fault zone mapped approximately 4.3 miles south of the site, and the San Jose fault mapped approximately 5.0 miles east of the site.

Surface Fault Rupture and Ground Shaking

Due to the distance between the Project site and the nearest known active fault, the potential for fault rupture at the site is considered high due to the proximity of known active faults. However, the potential for future ground shaking at the site appears no greater than that at many other sites in southern California.

Liquefaction

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

Southern California Geotechnical conducted a review of the California Geological Survey online data for zones of required investigation for geologic hazards (such as fault rupture, liquefaction, or landsliding) and uncovered that the Project site is located within a liquefaction hazard zone. The liquefaction analysis found that the historic high groundwater level is 10 feet below ground surface (bgs) based on information provided by the California Geological Survey. However, research of more recent nearby well data near the Project site indicates a more recent groundwater level of 66 feet (plus or minus) bgs. Therefore, the liquefaction analysis is conservative as it is based on a hypothetical situation where the groundwater level would rise to an elevation more than 50 feet higher than its present elevation by the time of the design seismic event were to occur. This scenario is considered to be very unlikely and therefore, the overall effects from liquefaction at the Project site are considered to be very unlikely (Appendix I).

Seismically Induced Settlement

Ground accelerations generated from a seismic event can produce settlements in sands or in granular earth materials both above and below the groundwater table. This phenomenon is often referred to as seismic settlement and is most common in relatively clean sands, although it can also occur in other soil materials. The analysis prepared by Southern California Geotechnical indicates that post construction total seismic settlements would range from 1.5 to 2 inches (Appendix H).

Lateral Spreading

Seismically induced lateral spreading involves primarily movement of earth materials due to earth shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. As indicated previously, the likelihood for groundwater to rise to a level of more than 50 feet to the design seismic event is considered low. Therefore, the potential for lateral spreading at the Project site is considered very low (Appendix I).

Discussion of Impacts

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

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

Less than Significant Impact: Neither the site nor any area within the jurisdictional boundaries of the City are within an Alquist-Priolo Earthquake Fault Zone. The Project site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act. A geotechnical review pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The Walnut Creek fault zone is mapped approximately 0.3 miles southeast of the site. Other active or potentially active faults nearby include the Whittier section of the Elsinore fault zone mapped approximately 4.3 miles south of the site, and the San Jose fault mapped approximately 5.0 miles east of the site. Although there are no known active faults through the Project site, the site is still subject to

ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, proposed construction will be designed and constructed in accordance with applicable portions of Section 1808.6.2 of the 2022 California Building Code ("CBC") to ensure that potential impacts are less than significant.

ii. Strong seismic ground shaking?

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

iii. Seismic-related ground failure, including liquefaction?

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

The findings of the liquefaction analyses performed by Southern California Geotechnical identified potentially liquifiable soils at all three (3) 50-foot boring locations, and at all of the four (4) CPT soundings performed at the Project site. Soils that were located above the historic groundwater table are considered non-liquifiable. Several clayey strata were encountered at the site between the depths of 27 and two feet and are considered to be non-liquifiable due to their cohesive characteristics. The analysis of the data from the four (4) CPTs indicated total seismic settlements of 1.5 to 2.0 inches occurring across a distance of 100 feet resulting in a maximum angular distortion of less than 0.002 inches per inch (Appendix H).

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

iv. Landslides?

No Impact: Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to

numerous factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts. The Project site is relatively flat and not considered at risk for landslides. Therefore, no impact would occur.

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

No Impact: The Project site is fully developed with five (5) buildings, collectively 22,040 square feet, and was formerly used for warehousing and parking uses with minimal exposed soil. The Applicant is proposing to demolish the existing buildings and construct one (1) new industrial building totaling 147,691 square feet. Measures to manage erosion will be implemented pursuant to the 2022 CBC to ensure that the faces of cut and fill slopes are prepared and maintained to control erosion throughout construction. Any exposed soil is proposed to be landscaped and the Project would comply with the applicable City regulatory programs related to erosion. Therefore, the Project would have no impact on erosion.

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

Less than Significant Impact with Mitigation Incorporated: The subsurface exploration of the Project site consisted of five (5) test borings that were drilled to depths of 15 to 50 feet bsg and four (4) Cone Penetration Tests (CPTs) were advanced to a depth of 50 feet bsg. Asphaltic concrete pavement with 3 inches of thickness was encountered at the ground surface of Boring No. B-4 and Portland cement concrete with 6 inches of thickness was encountered at the ground surface for Boring Nos. B-1, B-2, B-3, and B-5. Artificial soils were encountered at a depth of 2.5 to 3± feet bgs and consisted of silty clayey soils. Near surface soils encountered across the site to depths of about 12 to 22± feet were predominantly native alluvium consisting of loose medium dense silty sands, clayey sands, sandy silts, and stiff to very stiff silty clays and sandy clays (Appendix H).

Undocumented fill soils were encountered at most of the boring locations, extending to depths of 2½ to 3± feet. These fill soils possess variable strengths and compositions, and no documentation concerning the placement or compaction of these soils is currently available. Based on these conditions, the undocumented fill soils are not considered suitable for support of the proposed structure, in their present condition. Beneath the fill soils, the borings encountered moderate to high strength native alluvium. Based on these conditions, remedial grading will be necessary within the proposed building area to remove the existing undocumented fill soils and a portion of the near surface native alluvial soils in order to replace these materials as compacted structural fill (Appendix H).

The results of the electrical resistivity and pH testing indicate that tested samples of the on-site soils have saturated resistivities between 560 and 1,400 ohm-cm with pH values ranging between 7.4 and 8.3. Southern California Geotechnical analyzed the results of the tests in accordance with guidelines published by the Ductile Iron Pipe Research Association (DIPRA). Based on corrosivity characteristics of the on-site soils resistivity, pH and moisture content, and utilizing the DIPRA procedure, the on-site soils are considered to be corrosive to ductile iron pipes and other buried metallic improvements. Therefore, it is expected that polyethylene encasement will be required for iron pipes (Appendix H).

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

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

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

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

Artificial fill soils were encountered at a depth of 2.5 to 3± feet bgs and consisted of medium stiff to very stiff clayey soils. Native alluvium was also encountered below ground surface and extended to at least the maximum depth explored of 50 feet. The alluvial soils consist of loose to medium dense silty sands, clayey sands and sandy silts, and medium stiff to stiff silty clays, sandy clays and clayey silts, extending to depths of 12 to 22± feet. Southern California Geotechnical conducted expansion index testing on two (2) samples of the sandy lean clay soils collected from depths of 0 to 5 feet bgs. The results of the expansion testing indicate an expansion index of 75 and 57 which indicates that soils below ground surface of the site have a medium expansion potential.

The Project will implement Mitigation Measure **GEO-1** (as set forth below) which requires the Project to comply with applicable requirements and recommendations outlined in the Geotechnical Investigation prepared by Southern California Geotechnical dated January 21, 2023 (Appendix H). Recommendations within the report include requirements for expansive soils that will reduce the potential of direct or indirect risks to life and property to a level below significance. Therefore, impacts are less than significant with mitigation incorporated.

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

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

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

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

Mitigation Measures

Mitigation:

VII. (c, d)

GEO-1: Grading
The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated January 31, 2023 (Appendix H). The recommendations are presented in Section 6.3 Site Grading Recommendations of the report under the following subheadings: Site Stripping and Demolition, Treatment of Existing Soils: Building Pad, Treatment of Existing Soils: Retaining Walls and Site Walls, Treatment of Existing Soils: Parking Areas, Treatment of Existing Soils: Flatwork Areas, Fill Placement, Imported Structural Fill, and Utility Trench Backfill (pages 18-21).

VII. (f)

GEO-2: Inadvertent Paleontological Discovery
In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- Nelson Avenue Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. March 10, 2023. (Appendix A)

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

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

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

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

Discussion of Impacts

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

Less than Significant Impact:

Urban Crossroads conducted a Greenhous Gas Analysis for the proposed Project, dated March 10, 2023. The analysis provides the estimated GHG emissions that will result from Project construction and operation. Construction related GHG emissions are quantified and amortized over the life of the Project, which is identified as a 30-year period, in accordance with SCAQMD recommendation. Project operational emissions would consist of mobile source, area source, energy source, water supply and treatment, waste, refrigerants, and on-site equipment. As shown in Table 8-1, the Project would generate 1,720.31 MTCO2e per year. According to the threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from construction and on-going operations of the proposed Project would exceed the SCAQMD threshold of 3,000 $MTCO_2e$ per year. Therefore, since the Project will not exceed the threshold of significance, the Project does not have the potential to result in a cumulatively considerable impact with respect to GHG emissions and a less than significant impact will occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (lbs/day)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Annual construction-related emissions amortized over 30 years	18.23	6.67E-04	6.67E-04	8.33E-03	18.43
Mobile	1,126.00	0.05	0.14	1.53	1,172.00
Area	3.00	<0.005	<0.005	0.00	3.01
Energy	314.00	0.03	<0.005	0.00	316.00
Water	59.40	1.11	0.03	0.00	95.20
Waste	12.40	1.24	0.00	0.00	43.40
Refrigerants	0.00	0.00	0.00	24.90	24.90
On-Site Equipment	0.00	0.00	0.00	0.00	47.37
Total CO_2E (All Sources)	1,720.31				

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

Less than Significant Impact: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG

emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

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

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

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

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

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains

transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The Project would replace the existing five (5) buildings and pavement onsite with one (1) warehouse building approximately 147,691 square feet. The Project is consistent with the general plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan. Thus, a less than significant impact related to GHG emissions from Project construction and operation would occur.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET

- Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue City of Industry, California. Ardent Environmental Group, Inc. September 23, 2021. (Appendix B)
- Additional Site Investigation 15100 Nelson Avenue, City of Industry, California. Ardent Environmental Group, Inc. November 9, 2021. (Appendix D)
- Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue, City of Industry, California. Ardent Environmental Group, Inc. August 24,2021. (Appendix E)
- Revised Hazardous Building Material Survey 15006, 15010 and 15100 Nelson Avenue, City of Industry, California. Enercon Services, Inc. September 26, 2022, Revised April 20, 2023. (Appendix G)

Findings of Fact: A Phase I Environmental Site Assessment (ESA) was conducted by Ardent Environmental Group, Inc. for the Project to determine if any recognized environmental conditions (RECs) exist on the subject site. The term "recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. Additionally, a Hazardous Building Material Survey was conducted by Enercon Services, Inc. to determine the presence of asbestos-containing materials (ACM), lead containing paint, universal waste, and other hazardous/regulated materials requiring handling or disposal practices outside of conventional solid waste on the Project site.

Property History

From at least 1928 through 1952, the site was used for agricultural and residential purposes. By at least 1961, the site began to be used for commercial purposes. From approximately 1961 through 1982, the site was part of a larger property including the land located immediately northwest of the site. During this time, the site and adjacent property were used by a lumber company for storage of wood. In 1987, the site was used for freight distribution, and from at least 1992 through 2014, the site was used by American Brass and Iron (AB&I) for storage of cable, sewer pipe, and non-chemical building supplies. In approximately 2005, Scully Transportation (Scully) occupied the northern portion of the site for truck leasing, storage, and repair, while AB&I continued to use the southern portion of the site for building supply storage. In 2012, Scully vacated the northern portion of the site and AB&I (now known as "AB&I Foundry") began operations in this portion of the Property. The southern portion of the site has been occupied by Baolong Logistics Corporation (Baolong) and Tri-Line Express Inc. (Tr-Line) since 2012, which use the property as truck trailer parking and maintenance facility.

The site is located within the San Gabriel Valley Groundwater Basin. Portions of the San Gabriel Valley Groundwater Basin have been listed on the National Priority List (NPL), or Superfund Site, known as "Operable Units." The site is located within the Puente Valley Operable Unit. The Puente Valley Operable Unit is contaminated with volatile organic compounds (VOCs), namely chlorinated solvents including trichloroethene (TCE) and tetrachloroethylene (PCE), which were historically used by the commercial and industrial facilities located in this area. The site was investigated by the EPA and the Los Angeles Regional Water Quality Control Board (LARWQCB) under its Well Investigation Program (WIP) in 1986. Following the completion of a subsurface investigation, the LARWQCB issued a no further action (NFA) letter dated November 18, 1993, and determined that the site had not contributed to the regional groundwater issue. The site is listed as a Historical-WIP on regulatory databases. Groundwater was last measured in a

groundwater monitoring well at an adjacent property in 2018, at a depth of approximately 81 feet below the ground surface (bgs) and follows in a northwesterly direction. The groundwater monitoring wells have since gone dry due to a lowering groundwater table. Since the regional VOC groundwater issue is currently being treated by the State at potable groundwater well heads in the site vicinity, the regional groundwater issue would be considered a controlled-recognized environmental condition (CREC).

The property immediately southeast of and upgradient from the site at 15100 Nelson Avenue, is listed as an active Cleanup Program Site with the LARWQCB due to a release of chlorinated solvents (PCE and TCE) which has affected soil and groundwater; the impacted groundwater has apparently migrated beneath the site. This property was formerly used by LA Signal to manufacture traffic signals. Subsequent investigations identified a small area of impacted soil and groundwater beneath the property. Soil remediation was completed using soil vapor extraction (SVE) and shallow soil gas sampling completed after remedial efforts indicated that no vapor intrusion issue was present. In January 2017, the Office of Environmental Health Hazard Assessment (OEHHA) concluded that no possible vapor intrusion issue was present based on industrial/commercial land use. Based on these results, the residual contaminants at the adjacent property (including possible off-gassing groundwater) would not be considered a vapor intrusion issue. In a letter dated June 24, 2021, the LARWQCB requested additional investigations including the installation of new groundwater monitoring wells (the old wells showed dry conditions due to a lowering groundwater table) and the completion of a deeper soil gas evaluation to assess the effectiveness of the SVE on deeper soils. As of the time of this report, no additional investigations have been completed. The release of VOCs impacting groundwater which is migrating beneath the site from the adjacent LA Signal property would be considered an REC.

During the time that Scully operated at the site, the truck leasing and repair included fueling, truck washing, and maintenance (changing oil and lubrication). In April 1988, three underground diesel storage tanks (USTs, 3,500-, 4,000-, and 5,000-gallon) and associated fuel dispenser island, and one waste oil UST (2,000-gallon) were removed from the site under the direction and oversight of the Los Angeles County Department of Public Works (LACDPW). Following removal of a limited amount of petroleum hydrocarbon impacted soil, laboratory results of confirmation soil samples indicated no detectable to low concentrations of remaining chemicals. Based on these results, the LACDPW issued a no further action (NFA) letter dated July 28, 1994. Based on this information, the historical fuel and waste oil USTs formerly located in the northern portion of the site would be considered a historical-REC (HREC). Ardent Environment Group reviewed the data and concurs with the LACDPW that no further work is needed.

In 2010, a Phase I ESA was completed for the site which identified RECs in the northern portion of the site associated with the Scully operations. These RECs included a fuel dispensing island, two diesel aboveground storage tanks (ASTs), a clarifier, a floor drain and truck wash, and a chemical storage area. No RECs were noted in the southern portion of the site. A subsequent subsurface investigation was completed next to these features to assess whether a release had occurred. Laboratory results indicated no detectable concentrations of VOCs in soil samples. With the exception of the low concentrations of total petroleum hydrocarbons as gasoline (TPHg) and diesel fuel (TPHd) noted in soil samples collected the vicinity of the clarifier, no petroleum hydrocarbon contamination was noted in the vicinity of the remaining RECs. Based on these results, and the fact that Scully vacated the site and its truck maintenance operations two years later (in 2012), these former environmental concerns would no longer be considered an REC.

AB&I Foundry occupied the northern portion and continued to use the Property for sewer piping storage and distribution; no liquid chemical use, storage, or handling was noted and no truck

maintenance or fueling operations were completed. Although the floor drains had all been filled with concrete, the three-stage clarifier was still noted immediately west of the warehouse building. It is unknown whether the clarifier is still connected to the municipal sewer, however, no liquid chemical uses were completed at the site by AB&I Foundry. Due to the lack of chemical uses, activities associated with AB&I Foundry would not be considered an environmental concern to the site, and the existing clarifier would be considered a de-minimis condition.

Tri-Line uses the southern portion of the site for truck trailer parking and Baolong uses this portion of the site for truck maintenance. The maintenance activities were completed in a small area of the site on the concrete pavement. Numerous 1- and 5-gallon containers, and approximately five 55-gallon drums of waste oil were being stored in one small area of the site. Three additional 55-gallon drums containing waste oil were noted along the southwestern property line. Little to no staining was noted. Baolong also uses a 1,000- gallon AST of diesel fuel to fuel trucks. The AST was equipped with secondary containment with minor staining was noted on the concrete. The activities associated with Baolong would not be considered an environmental concern to the site, although the numerous containers of waste oil would be considered a de-minimis condition. Based on the age of the site buildings (1963 and 1981), asbestos-containing building materials (ACMs) and lead-based paint (LBP) may be present.

Overall, possible environmental concerns included the truck maintenance activities completed historically in the northern portion of the site by Scully and currently in the southern portion of the site by Baolong. Ardent Environmental, Inc. performed a Phase I Environmental Site Assessment and completed field work, testing, and sampling at the Project site in conformance with the scope and limitations of ASTM Practice E1527-13. The report, detailed in Appendix E and Appendix D of this document, revealed the following recognized environmental conditions (RECs) in connection with the Project site:

- The VOC-impacted groundwater migrating beneath the site from the adjacent LA Signal property is considered a REC.
- The historical fuel and waste oil USTs removed from the northern portion of the site is considered an HREC.
- The regional VOC impacted groundwater associated with the La Puente Operable Unit is considered a CREC.
- The clarifier and miscellaneous containers of waste oil are considered de-minimis conditions.

Additionally, Enercon Services, Inc. has identified the following non-ASTM issues which are outlined in the Hazardous Building Materials Survey (Appendix G):

- **Asbestos-Containing Materials (ACMs):** On August 24 and 25, 2022, bulk samples of suspect material (with layers broken out) were collected and analyzed. Table 9-1 identities ACM, lead containing paint, universal waste, and other hazardous/regulated materials that have been identified at the Project site (Appendix G).
- **Lead-Based Paint ("LBP"):** On August 25, 2022, a lead survey was performed under visual inspection and tested using a and held device. Samples found to contain detectable lead-based concentrations are identified in Table 9-1 (Appendix G).
- **Identified UW and Miscellaneous Hazardous Materials:** On August 25, 2022 Enercon performed a visual survey of the buildings for miscellaneous hazardous building

materials. Based on the results of the survey, hazardous or universal waste materials were identified in the buildings and are identified in Table 9-1.

Table 9-1 Hazardous Materials Findings

Detected ACM (greater than 1% asbestos content)

HA	Designation	Building	Location[1]	Estimated Quantity[1]	Condition
1D	Black Mastic under gray VFT	Building 1	Rooms 1 Through 8	1,240 SF	Good/Class II non-friable
2B	Black Mastic	Building 2	Roof Vents	50 SF	Good/Class II non-friable
5C	Black Mastic	Building 5	Roof Screws	150 SF	Good/Class II non-friable

Notes:
1 = Quantities and Locations are estimates only, it is the responsibility of the contractor to verify quantities and locations.
HA = Homogeneous Area
VFT = Vinyl Floor Tile
SF = Square Feet

DETECTED, LBPs and/or LBSs (greater than 1.0 milligram per square centimeter or greater)

Material	Description (Color/Substrate)	Location	Condition	Contaminant	Estimated Quantity[1]
Building 1 – 15006 Nelson Ave					
Parking Stripe	Yellow/Concrete	Exterior	Intact	Lead-Based Paint	300 LF
Building 2 – 15006 E Nelson Ave					
Pipe	Yellow Metal	Interior	Intact	Lead-Based Paint	200 LF
Gutter	Tan/Metal	Exterior	Intact	Lead-Based Paint	380 LF
Building 3 – 15010 E Nelson Ave					
No Lead-Based Paints or Lead Bearing Substances Detected					
Building 4 – 15100 E Nelson Ave					
No Lead-Based Paints or Lead Bearing Substances Detected					
Building 5 – 15100 E Nelson Ave					
Pipe	Yellow Metal	Interior	Intact	Lead-Based Paint	200 LF
Gutter	Tan/Metal	Exterior	Intact	Lead-Based Paint	380 LF

Notes:
1 = Quantities and Locations are estimated only. It is the responsibility of the contractor to verify quantities and locations.
Lead-Containing Surface Coatings Detected
LF = Linear Feet

IDENTIFIED UW and MICELLANEOUS HAZARDOUS MATERIALS

Material Description	Location	Quantity
Fluorescent Light Tubes	Bldg. 1 – 15006 Nelson Avenue	64, 4-ft tubes
	Bldg. 2 – 15006 Nelson Avenue	48, 4-ft tubes
	Bldg. 4 – 15006 Nelson Avenue	148 4-ft tubes
Fluorescent Light Ballasts	Bldg. 1 – 15006 Nelson Avenue	32 EA
	Bldg. 2 – 15006 Nelson Avenue	12 EA
	Bldg. 4 – 15006 Nelson Avenue	74 EA
Fluorescent Light Tubes with Ballasts	Bldg. 1 – 15006 Nelson Avenue	2, 2-ft tubes
Refrigeration Units	Bldg. 1 – 15006 Nelson Avenue	1 EA
	Bldg. 3 – 15010 Nelson Avenue	1 EA
	Bldg. 4 – 15100 Nelson Avenue	4 EA
Mercury Pressure Guage	Bldg. 2 – 15006 Nelson Avenue	1 EA
Electrical Transformer	Other	1 EA
EA = Each		

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated:

Construction Effects:
The proposed Project involves the demolition of five (5) existing buildings totaling 22,040 square feet, and the construction of one (1) new industrial building totaling 147,691 square feet. Project construction would require fuels, lubricating fluids, solvents, cleaners, and paint. The use, transport, storage, and disposal of hazardous materials using these substances is subject to existing regulations established by several agencies which the Project would comply with, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department. Additionally, the Project will comply with policies S4-1 through S4-3 of the City's General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials (City of Industry, 2014).

Although asbestos-containing materials, lead-based paint, and hazardous and universal waste rule materials exist on the site, compliance with Mitigation Measure **HAZ-1** (as set forth below) will ensure proper disposal of materials results in a less than significant impact during the demolition and construction phase of the Project (Appendix G). Furthermore, in compliance with Mitigation Measure **HAZ-1,** the clarifier onsite will be abandoned prior to redevelopment of the site in accordance with

regulatory guidelines.

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

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

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

Less than Significant Impact with Mitigation Incorporated:

Construction Effects:
The construction phase of the Project will involve the demolition of five (5) existing buildings totaling 22,040 square feet, and the construction of one (1) new industrial building totaling 147,691 square feet. The Hazardous Building Material Survey (Appendix G) identified that there is lead-based paint and asbestos present in the existing buildings. Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the Environmental Protection Agency (EPA). As such, South Coast AQMD Rule 1403 incorporates the requirements of the federal asbestos requirements found in National Emission Standards for Hazardous Air Pollutants (NESHAP) found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M. The Project is required to comply with Rule 1403 to limit asbestos emissions from building demolition activities.

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

Cal/OSHA regulates worker safety with respect to the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. The use of certain construction materials may result in safety hazards.

Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee training programs. Incorporation of Mitigation Measure **HAZ-1** reduces impacts to construction workers and the public from any hazardous materials during construction activities to a less than significant impact.

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

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

Less than Significant Impact with Mitigation Incorporated: The closest school is Nelson Elementary School, located at 330 N. California Ave. in the City of La Puente, approximately 0.06 miles north of the Project site. Additional surrounding schools include New Montessori School located approximately 0.20 miles south of the site, and Sparks Elementary School located approximately 0.35 miles east of the site. The Project site is generally surrounded by industrial uses to the south, west, and northwest and single-family residences to the northeast and east. The Project is consistent with the character of the surrounding industrial uses in the area. Although asbestos-containing materials, lead-based paint, and hazardous and universal waste rule materials exist on the site, compliance with Mitigation Measure **HAZ-1** will ensure the proper disposal of hazardous materials.

The Project would comply with applicable federal, state and local laws and regulations in order to reduce the likelihood and severity of accidents during potential future buildout of the Project. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, which would inform on-site operators of necessary remediation processes in the event of accidental release. Existing schools are within 0.25 miles of the Project site and the implementation of Mitigation Measure **HAZ-1** (as set forth below) would reduce potential impacts from hazardous materials or substances to a less than significant impact.

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

Less than Significant Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency must indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). On August 2, 2021, Ardent Environmental performed a search of the databases that provide information regarding facilities or sites identified as meeting the Cortese List requirements. An EnviroStor Database search of the site with a 1-mile distance search radius was conducted, and the Project is not listed on the database. The site was listed on the State Leaking Underground Storage Tank (LUST) Lists as "EDNA, Inc." at 15006 Nelson Avenue, and the listing is considered "closed". As described in the preceding, the previous occupant Scully Transportation formerly used fuel underground storage tanks (USTs) and one waste oil UST. These features were successfully removed from the site and obtained regulatory closure. Additionally, the site was located on the State's Underground Storage Tank (UST) and Above ground Storage Tank (AST) Registration Lists. As noted, the USTs and ASTs have been removed from the site and/or obtained regulatory closure. The site was not listed on the State Solid Waste Landfill site database (Appendix E).

While the Project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the listing is classified as "closed" the USTs and ASTs have been removed from the site and/or obtained regulatory closure. Therefore, the Project would not create a significant hazard to the public or the environment. A less than significant impact would occur.

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

Less than Significant Impact: Implementation of the Project is similar in building height to the existing industrial buildings in the surrounding area. The Project site is not within the airport influence area or safety zones in the adopted Comprehensive Land Use Plan for any airport. Therefore, the Project will not create a safety hazard or excessive noise for people residing or working in the Project area. A less than significant impact would occur.

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

Less than Significant Impact: The Los Angeles County Office of Emergency Management (OEM) provides emergency planning and coordination for the City. The County OEM also prepares the Operational Area Emergency Response Plan (OAERP) which identifies emergency procedures and emergency management routes in the County. The City's major roadways and access to major freeways serve as evacuation routes in the event of an emergency. The Project does not involve construction or operational characteristics which would interfere or impact emergency response or evacuation of the Project site or immediate surrounding area. Ingress and egress to the Project site will be maintained and circulation on-site is provided to

comply with County and City requirements. Therefore, potential impacts to the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

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

Less than Significant Impact: According to the California Department of Forestry and Fire Protection, the City is not within a severe fire hazard zone and does not anticipate exposure to hazards associated with wildland fires. Despite the proximity to the open space and urban interface classified as a Very High Fire Hazard Severity Zone (VHFHSZ), located approximately 1.6 miles west of the Project site, no wildlands exist within the immediate vicinity of the site. The VHFHSZ is not anticipated to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Furthermore, the Project site is currently developed with existing industrial structures. Therefore, implementation of the proposed Project would have a less than significant impact.

Mitigation Measures

Mitigation:

IX. (a, b, c)

HAZ-1 The Project shall incorporate applicable recommendations provided in the Hazardous Building Material Survey prepared by Enercon Services Inc. dated September 26, 2022, revised April 20, 2023 (Appendix G). The recommendations are presented in the following sections of the report: Asbestos, Lead, and Miscellaneous Hazardous Building Materials (pages 6-7). Additionally, the Project shall incorporate applicable recommendations provided in the Phase I ESA 15100 Nelson Avenue prepared by Ardent Environmental Group, Inc. on September 23, 2021, under the “Recommendations” section of the report (page 37) (Appendix B).

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Department of Homeland Security. FEMA Flood Map Service Center. December 2021.
- Suburban Water Systems, Southwest Water Company (SWS). Suburban Water Systems Water Supply. 2023.

- 2020 Urban Water Management Plan, Suburban Water Systems. June 2021.
- Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue City of Industry, California. Ardent Environmental Group, Inc. September 23, 2021. (Appendix B)
- Additional Site Investigation 15100 Nelson Avenue, City of Industry, California. Ardent Environmental Group, Inc. November 9, 2021. (Appendix D)
- Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue, City of Industry, California. Ardent Environmental Group, Inc. August 24,2021. (Appendix E)
- Low Impact Development (LID) Plan for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue, City of Industry, CA 91744 APNs: 8208-011-009 and 8208-011-029. Thienes Engineering, Inc. March 2, 2022, revised July 26, 2022. (Appendix K)
- Preliminary Hydrology Calculations for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue, City of Industry, California 91744. Thienes Engineering, Inc. March 1, 2022, revised July 21, 2022. (Appendix L).

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

The Project site is located within the northwestern portion of the Puente Valley Operable Unit of the San Gabriel Valley (Area 4) Superfund Site. The Puente Valley Operable Unit is contaminated with volatile organic compounds (VOCs), namely chlorinated solvents including trichloroethene (TCE) and tetrachloroethylene (PCE), which were historically used by the commercial and industrial facilities located in this area. The Project site was investigated by the EPA and LARWQCB under its Well Investigation Program (WIP) in 1986. Following the completion of a subsurface investigation, the LARWQCB issued a No Further Action (NFA) letter dated November 18, 1993, and determined that the site had not contributed to the regional groundwater issue.

Flood Zones

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

Water Quality

A Low Impact Development (LID) plan was prepared by Thienes Engineering, Inc. dated March 2, 2022, revised July 26, 2022 (Appendix K). The LID plan complies with the standard BMP requirements set forth by the LARWQCB. Additionally, the LID plan sets forth Source Control Best Management Practices (BMPs), non-structural BMPs, Structural BMPs, and

Inspection/Maintenance Responsibilities for the Project. This plan is included as Appendix K to this document.

Discussion of Impacts

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

Less than Significant Impact: According to the LID prepared by Thienes Engineering, Inc. dated March 2, 2022, revised July 26, 2022, (Appendix K), the Project is considered a redevelopment project, which is a land-disturbing activity that results in the creation, addition, or replacement of a certain amount of impervious surface area on an already developed site. While the Project would result in an alteration to more than 50 percent of the impervious surface area on the already developed site, the existing site is subject to post-construction storm water quality control requirements. Thus, the site does not need to be mitigated. All designated projects must retain 100 percent of the Stormwater Quality Design Volume (SWQDv) on-site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. To meet these requirements, the Project must:

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

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

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

Less than Significant Impact: The Project site is serviced by Suburban Water Systems according to the City of Industry General Plan Figure 10, Water District Boundaries and Drainage Channels. Suburban Water Systems utilizes locally produced groundwater from wells in the San Gabriel Valley Main and Central Basins which provide approximately 80 percent of Suburban Water Systems water supply. The remaining water supply comes from surface water provided by the Metropolitan Water District of Southern California which imports its water from Northern California via the California Aqueduct. According to the 2020 Urban Water Management Plan (UWMP), Suburban Water Systems can expect to meet the

majority of future demands through 2045 for average, single dry, and multiple dry years. Though several areas within the Whittier/La Mirada service areas indicate supply deficits during single and multiple dry years, groundwater supplies are shared amongst the entire Suburban Water Systems service area and shortfalls within one service area are supplemented by the surplus within the other service area. Furthermore, the supply-demand analysis in the UWMP does not include groundwater rights agreements with other agencies in the Basin.

Project implementation would not result in a change in impervious surfaces of the site (Appendix G). Therefore, the Project design would not reduce the amount of groundwater recharge interference. The Project proposes to demolish five (5) existing structures totaling 22,050 square feet and construct one (1) industrial building totaling 147,691 square feet. The Project is consistent with the underlying land use designation and is not anticipated to generate an increased demand that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, a less than significant impact would occur.

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

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

Less than Significant Impact: The site is fully developed and the full buildout of the Project would not create any additional hydrological conditions of concern. The Project proposes to demolish five (5) existing structures totaling 22,040 and construct one (1) industrial building totaling 147,691 square feet. The Project is also not anticipated to substantially increase the amount of runoff or rate of surface runoff located on-site as the proposed development would not increase impervious surface area. Additionally, the implementation of the Stormwater Quality Control Measures outlined in the LID Plan will reduce the potential for on- or offsite flooding to the maximum extent possible. Therefore, a less than significant impact would occur.

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

Less than Significant Impact: The Project site is currently developed with 22,040 square feet of industrial buildings which would be demolished and replaced with one (1) industrial building totaling 147,691 square feet. Though the building footprint would increase by 125,690 square feet based on the proposed site plan, the Project would be consistent with the existing impervious surface on-site as the site is paved and fully developed. Therefore, the Project would not significantly increase the amount of runoff water and is not expected to exceed the capacity of existing or planned stormwater drainage systems. Any increases in runoff quantities are expected to be within the capacity of the existing infrastructure. Additionally, the Project will implement the recommendations outlined in the LID Plan to reduce the potential for polluted stormwater runoff to a less than significant impact. The Project will follow the City regulations regarding stormwater runoff and treatment for industrial projects. A less than significant impact would occur.

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

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

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

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

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

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

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)

Findings of Fact: The proposed Project involves the demolition of five (5) existing buildings totaling 22,040 square feet, and the construction of one (1) new industrial building totaling 147,691 square feet. The underlying General Plan land use designation is Employment, and the zoning designation is Industrial (M) (APN: 8208-011-009) and Industrial Commercial Overlay (M-C) (APN: 8208-011-029). Areas to the south, west, and north of the site are zoned Industrial (M), and east of Nelson Avenue is zoned Low Density Residential (R1) within the City of La Puente. The proposed industrial development is consistent with the surrounding land uses and the City's role as an employment and commercial hub for the surrounding areas.

Discussion of Impacts

Would the project:

a) Physically divide an established community?

No Impact: The Project site has an underlying General Plan land use designation of Employment, and a zoning designation of Industrial (M) (APN: 8208-011-009) and Industrial Commercial Overlay (M-C) (APN: 8208-011-029). The Project site is surrounded by existing industrial uses and the closest residential use is approximately 100 feet northeast of the Project boundary, east of Nelson Avenue in the City of La Puente. The site is currently developed with multiple industrial buildings used for warehousing, storage, and parking purposes. The proposed Project is consistent with the Industrial (M) and Industrial Commercial Overlay (M-C) zoning of the site. Therefore, no established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community and no impact would occur.

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

No Impact: The proposed Project is consistent with the City's General Plan land use

designation of Employment and is permitted in the Industrial (M) and Industrial Commercial Overlay (M-C) Zone. Therefore, implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation, no impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

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

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

Discussion of Impacts

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

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

a-b) No Impact: The Project site is not designated as an area of known mineral resources according to the City's General Plan, and is considered to be an area where geologic information indicates that little likelihood exists for the presence of significant mineral resources, according to the California Geological Survey. Additionally, there are no resource recovery sites delineated within the City boundaries, Project vicinity or surrounding areas. Therefore, the proposed Project would not result in the loss of availability of locally important mineral resources and therefore would have no impact.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- U.S. Department of Transportation. Federal Highway Administration. Construction Noise Handbook. Chapter 9.0 “Construction Equipment Noise Levels and Ranges.”
- Los Angeles County A-NET
- 15010-15100 Nelson Avenue, City of Industry, CA. Environmental Noise Study. Salter, Inc. June 13, 2023. (Appendix M)

Findings of Fact: The City is an industrial suburb of Los Angeles and serves as an economic hub for the surrounding region. The City is located along Highway 60 and 57 as well as the 605 Freeway. Thus, the City is impacted by a variety of existing noise sources related to the existing industrial and commercial uses in the area and from vehicular traffic from surrounding freeways and roadways. The Project site is located on Nelson Avenue and is adjacent to the Union Pacific Railroad to the south and the City of La Puente to the north.

As noted in the Environmental Noise Study prepared by Salter, Inc. dated June 13, 2023 (see Appendix M), the nearest and most sensitive noise receivers to the Project site are residences located approximately 55 feet northeast of the Project boundary and 585 feet northeast of the closest edge of the proposed warehouse building, northeast of Nelson Avenue. All other surrounding properties are developed with industrial land uses. The Project site is currently developed with five (5) industrial buildings formerly used for warehousing, ancillary storage, and parking. The Project proposes to demolish the existing structures and construct one (1) industrial building totaling 147,691 square feet.

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

Discussion of Impacts

Would the project result in

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

Less than Significant Impact with Mitigation Incorporated: The Project is located within the Industrial (M) zone, and is identified within the 70dBA CNEL noise contour zone. The Project proposes to demolish five (5) existing industrial buildings totaling 22,040 square feet and construct one (1) new industrial building totaling 147,691 square feet with twenty-two (22) loading docks. Industrial land uses such as the Project are normally considered acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. The Environmental Noise Study by Salter (Appendix M) was prepared using the applicable City of Industry and City of La Puente standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Construction Related Impacts

Neither the City of Industry General Plan, the City of La Puente General Plan, nor County Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use (Appendix M).

Construction noise levels will vary due to each stage of construction requiring a specific equipment mix, depending on the work to be completed. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Table 13-1 presents the reference levels for construction equipment at the reference distance of 50-feet and 585-feet, the distance from the closest edge of the warehouse building to the residences north of Nelson Avenue.

Table 13-1 Construction Reference Noise Levels

Equipment	Published Maximum Instantaneous L_{max} Noise Level (dBA at 50 feet)	Estimated Maximum Instantaneous L_{max} Noise Level (dBA at 585 feet)
Aerial Lift	83	62
Air Compressors	81	60
Cement and Mortar Mixers	85	64
Concrete/Industrial Saws	76	55
Cranes	83	62
Drill Rig for Shoring Beams (Caisson Drilling)	85	64
Excavators	85	64
Forklifts	83	62
Generator Sets	81	60
Graders	85	64
Paving Equipment	89	68
Rollers	74	53
Rubber-Tired Dozers	85	64
Tractors/Loaders/Backhoes	84	63
Welders	73	52

As shown in Table 13-1 above, estimated maximum instantaneous construction noise levels reached up 68 dBA Leq at 585 feet. To evaluate whether the Project will generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities with a maximum noise level of 76 dBA Leq, as shown on Table 13-2. To reduce the impact of the temporary noise levels at residences north of Nelson Avenue, Mitigation Measure **NOI-1** (as set forth below) will be implemented during the construction phase of the Project. Therefore, noise impacts due to Project construction are considered less than significant at receiver locations with the incorporation of mitigation.

Table 13-2 Average Construction Noise Levels per Phase

Phase Name	Expected Duration	Construction Equipment Planned for Use	Estimated Maximum Simultaneous Average Noise Level (dBA)
Demolition	1.5 months	5 tractors (D1), 1 Crusher (D2), 2 Dumo Trucks (D3), 1 Excavator (D4), 2 Forklifts (D5/D6), 1 Sweeper (D7)	70
Site Preparation	1 week	1 Dump Truck (S1), 1 Tractor (S2), 1 Sweeper (S3), 1 Backhoe (S4)	67
Grading	1.25 months	1 Tractor (G1), 1 Excavator (G2), 1 Grader (G3), 1 Loader (G4), 2 Scrapers (G5), 1 Sweeper (G6), 1 Backhoe (G7)	75
Construction/Concrete Pours	8 months	2 Aerial lifts (B1), 3 Air Compressors (B2), 2 Concrete saws (B3), 1 Crane (B4), 1 Dump Truck (B5), 2 Generators (B7), 1 Forklift (B6), 1 Sweeper (B9), 1 Backhoe (B10), 1 Trencher (B11), 3 Welders (B12)	76
Paving	3 weeks	2 Concrete saws (P1), 1 Dump Truck (P2), 1 Grader (P3), 1 Paver (P4), 1 Plate compactor (P6), 1 Roller (P7), 1 Sweeper (P8), 1 Backhoe (P9)	74
Architectural Coating	1 month	2 Aerial lifts (A1), 1 Generator (A2), 1 Pressure washer (A3), 1 Forklift (A4)	76

Operation Related Impacts

Potential noise impacts associated with the operations of the Project are a result of loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. Consistent with similar warehouse and industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. It is anticipated that the potential office spaces located on the two northern corners of the building will be mechanically ventilated. Based on previous projects of similar design, Salter assumed the use of up to four typical five-ton package rooftop units located above each office (a total of eight units) for their Operational Noise Analysis. No outdoor mechanical equipment has been specified at this time. Specific equipment will be confirmed during the design phase of the Project.

Preliminary sound power level data provided from a similarly sized project with similar five-ton outdoor package fan units indicates that combined noise from these units totals approximately 36 dB at the nearest property lines, assuming the units operate continuously for 24-hour operation. The rooftop parapet is assumed to provide acoustical shielding to nearby neighbors as it would break line-of sight to the nearest receivers. Depending on the final equipment placement, as well as any specific parapets, barriers, and shielding provided by buildings (which would reduce noise levels at the property lines), noise levels may vary. Finally, the projected truck trips per day during the long-term

operation of the Project will be approximately 104 truck trips in the AM and 144 trips in the PM. Overall, the project would result in a net increase in daily trips by 248, amounting to an overall traffic noise increase of approximately 1 dB. Therefore, Project induced traffic volumes would not result in a significant increase in noise levels at existing adjacent properties. Therefore, Project operational impacts would be less than significant.

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

Less than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. At distances ranging from 50 to 585 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.08 in/sec PPV. Based on maximum acceptable continuous vibration damage threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise receiver locations. Additionally, the vibration levels reported at the receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Furthermore, the proposed warehouse building is not expected to generate significant amounts of ground-borne noise or vibration during Project operation (Appendix M). Therefore, the Project-related ground-borne vibration and ground-borne noise level impacts are considered less than significant during typical construction activities and long-term operations at the Project site.

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

Less than Significant Impact: The Project site is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The closest heliport is the LA County Sheriff's Department Heliport approximately 0.47 miles southeast of the Project site. Though the Sheriff's Heliport in the City does not have a specific land use compatibility plan, it is subject to the general policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The ALUP identifies <70 dBA CNEL as "Satisfactory" for industrial uses. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the General Plan. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Mitigation Measures

Mitigation:

XIII. (a)

NOI-1 The Project shall adhere to the applicable measures outlined in the Environmental Noise Study prepared by Salter, Inc. June 13, 2023 (Appendix M). Seven (7) measures are listed on pages 15-16 of the Environmental Noise Study.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)

Findings of Fact: The Project site is currently developed with five (5) existing buildings, totaling 22,040 square feet. The Project proposes to replace the existing buildings with one (1) industrial building totaling 147,691 square feet. The proposed industrial facility is consistent with the underlying General Plan land use designation of Employment and is permitted per the City's Industrial (M) and Industrial Commercial Overlay (M-C) zones.

Discussion of Impacts

Would the project:

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

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

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

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

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)

Findings of Fact: The City is served by Battalion 12 of the Los Angeles County Fire Department. Three fire stations are within the City: Fire Station No. 43 on Stimson Ave, Fire Station No. 87 on 2nd Ave., and Fire Station No. 118 on Gale Ave. The City is also served by stations in neighboring communities via mutual aid agreements. The nearest fire station is Los Angeles County Fire Department Station No. 26, located in the City of La Puente approximately 0.8 miles east of the Project site. The City is served by the Los Angeles County Sheriff's Department. The Industry Sheriff's Station is located at 150 N. Hudson Ave, approximately 0.6 miles south of the Project site.

The Project site is located within the boundaries of the Hacienda La Puente Unified School District which provides public school facilities to accommodate students. The nearest school is Nelson Elementary School, which is located approximately 500 feet north of the Project site. Other surrounding schools include Sparks Elementary School and Fred M. Sparks Junior High School located approximately 0.5 miles east of the Project site, and New Montessori School located approximately 0.28 miles southeast of the Project site.

Discussion of Impacts

Would the project:

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

i) Fire protection?

Less than Significant Impact: The Los Angeles County Fire Department will continue to provide fire protection and emergency medical services to the Project site, as well as to the surrounding community. The proposed Project involves the demolition of the five (5) existing buildings onsite totaling 22,040 square feet and the construction of one (1) new industrial building totaling 147,691 square feet. Based on the increase in building square footage of 125,690 square feet, the proposed Project may result in an incremental increase in demand for fire services, but not to a significant degree as population growth is not anticipated to occur as a direct or indirect result of project implementation. The proposed Project will be constructed to current building code requirements regarding fire suppression and access. Furthermore, the Project will be subject to the review and approval of the Los Angeles County Fire Department. According to the City's General Plan EIR, there are adequate firefighting resources in the region to serve the proposed Project, and construction of a new or expanded fire station would not be required. Therefore, Project impacts would be less than significant.

ii) Police protection?

Less than Significant Impact: The Los Angeles County Sherriff's Department provides police protection to the City and will continue to provide police protection services to the Project site and surrounding community. The Los Angeles County Sheriff's Station is located at 150 N. Hudson Ave, approximately 0.6 miles south of the Project site. The Property is currently developed with five (5) existing industrial buildings totaling 22,040 square feet, used for warehousing purposes, ancillary storage, and parking. The Project would include the demolition of the existing structures and the construction of one (1) new industrial building totaling 147,691 square feet. Based on the increase in building square footage of 125,690 square feet, the proposed Project may result in an increase in demand for police protection services, but not to a significant degree as population growth is not anticipated to occur as a direct or indirect result of the Project implementation. The proposed Project will not result in the need for construction of new police protection facilities; therefore, a less than significant impact is expected.

iii) Schools?

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

iv) Parks?

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

v) Other facilities?

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

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

Project Impacts and Mitigation Measures

Sources:

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

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

Discussion of Impacts

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation/Traffic– Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Resolution No CC 2020-20, Adopting Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts under CEQA.
- Vehicle Miles of Travel (VMT) Assessment for 15010 and 15100 Nelson Avenue. CNC Engineering. May 18, 2022. (Appendix N)

Findings of Fact: The proposed Project includes the construction of one (1) industrial building totaling 147,691 square feet. The Project site currently consists of five (5) industrial buildings totaling 22,040 square feet that are proposed to be demolished. Access to the Project site will be provided off Nelson Avenue via one (1) 40-foot-wide driveway and one (1) shared-access easement. According to Figure 5 of the General Plan, Nelson Avenue is classified as a collector street, which gathers traffic from local streets and conveys it to the arterial system and provides direct access to abutting properties (City of Industry, 2014).

Performance Standards

Beginning July 1, 2020, agencies analyzing the transportation impacts of new projects must look at a metric known as vehicle miles traveled (VMT) instead of level of service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact. VMT Assessments for the Project were prepared on May 18, 2022, by CNC Engineering (Appendix N).

Senate Bill (SB) 743

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the

reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3, Determining the Significance of Transportation Impacts, states that VMTis the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section will apply statewide beginning on July 1, 2020.

On June 25, 2020, the City adopted a resolution approving VMT thresholds of significance and VMT screening thresholds of significance for analyzing transportation impacts under CEQA. One of the three project screening criteria adopted by the City is Transit Priority Area (TPA) screening which identifies Transit Priority zones that are screened out of further VMT analysis due to being within one half mile of a major transit stop. The San Gabriel Valley Council of Governments (SGVCOG) has developed an online VMT evaluation tool to assess whether a project is screened out from further VMT analysis using either the TPA screening criteria or the Low VMT Area screening criteria. The proposed Project was screened out using the TPA criteria as the Project is within one-half mile of a major transit stop and is therefore in a TPA zone. The Project therefore does not require any additional VMT analysis and impacts would be less than significant.

Discussion of Impacts

Would the project:

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

Less than Significant: Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Currently, the subject property is built out with five (5) industrial buildings totaling 22,040 square feet that is utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 147,691 square feet. The Project will construct one (1) 40-foot-wide driveway off Nelson Avenue to provide access to the industrial building. Therefore, access to the building accommodates truck and passenger vehicles entering and exiting the site.

Construction Related Impacts

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

Once materials are delivered to the site, all construction activities and staging of

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

Operation Related Impacts

Senate Bill (SB) 743 Consistency

The VMT Analysis for the Project was prepared by CNC Engineering using the SGVCOG online VMT evaluation tool. The City has adopted VMT thresholds and VMT screening thresholds. One of the criteria for a project to be screened out from further VMT analysis is if the project is in a Transit Priority Area (TPA) . Since the Project is located in a TPA zone, the Project is screened out and no further VMT analysis is required. Therefore, the Project would have a less than significant impact and would not have significant conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Parking Requirements

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

Table 17-1 Parking Compliance

Building Floor Area (square feet)	Parking Stalls	Required Parking Stalls
		Building
0-25,000	1 space per 500 sq. ft. of floor area	50
25,000-100,000	50 spaces plus 1 space per 750 sq. ft. of floor area over 25,000 sq. ft.	100
Over 100,000	150 spaces per 1,000 sq. ft. of floor area over 100,000 sq. ft.	64
Total Spaces Required		214
Additional spaces provided		4
TOTAL SPACES PROVIDED		**218**
Trailer Parking Spaces Provided (10 ft. by 53 ft.)		*82*

As illustrated above, the total building area of 147,691 square feet requires 214 parking stalls. The Project includes 218 standard parking stalls, and eighty-two (82) trailer

parking stalls that measure 10 feet by 53 feet. Thus, the proposed parking for the industrial building complies with the City's Municipal Code and operational related impacts would be less that significant.

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

No Impact: CEQA Guidelines Section 15064.3 subdivision (b) regards Vehicle Miles Traveled (VMT) and whether the land use project will generate vehicle miles traveled in excess of an applicable threshold of significance. On June 25, 2020, the City adopted a resolution approving the VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA, and notice of exemption regarding the same (City of Industry, 2020). As described above in section "a," the Project parcels are located in a TPA and would therefore be screened out of preparing a full VMT analysis as per the resolution. The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). No impact would occur.

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

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

d) Result in inadequate emergency access?

Less than Significant Impact: The proposed Project is compatible with the design and operation of the street network and would not result in any major modifications to the existing circulation features. Vehicular access to the proposed Project will be provided off Nelson Avenue via one 40-foot-wide driveway, and one shared access easement. Project access features are subject to and must satisfy City design requirements and would be subject to approval by the City's Code Enforcement Department. Additionally, the Los Angeles County Fire Department and Los Angeles Sanitation District will be consulted to ensure the necessary fire prevention and emergency response features are built into the project. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

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

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET

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

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. On October 27, 2022, the City sent out notification to three (3) tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The tribes included in the notification were the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians. As of August 3, 2023, the

City has not received any consultation requests on the proposed Project, resulting in the conclusion of AB 52 consultation.

Discussion of Impacts

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less than Significant Impact: The Project site is currently built out with five (5) industrial buildings totaling 22,040 square feet that were formerly utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 147,691 square feet. According to the Resource Management Element of the General Plan, the Project site is not located within an area that contains historic resources. Furthermore, the Project site is not located on the Built Environment Resource Directory of resources listed in the Office of Historic Preservation's Inventory for Los Angeles County.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians by the Lead Agency on October 27, 2022. As of August 3, 2023, the City has not received any consultation requests on the proposed Project, resulting in the conclusion of AB 52 consultation. No known Tribal Cultural Resources (TCRs) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), have been identified or associated with the Project site. The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, Project impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated: The Project does not contain any known resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. No historic resources on the Project site are listed in the City of Industry, Resource Management Element within the General Plan. The Project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Additionally, the property has been built out and developed with industrial uses.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of

Luiseno Indians by the Lead Agency on October 27, 2022. As of August 3, 2023, the City has not received any consultation requests on the proposed Project, resulting in the conclusion of AB 52 consultation. In the event that cultural resources are inadvertently discovered during the demolition and excavation phase of the Project, Mitigation Measure **CUL-1** (as set forth below) will be implemented to ensure that impacts are reduced to a level below significance. Although, it is not anticipated that unknown TCRs exist on-site, Mitigation Measure **CUL-1** is identified to ensure that necessary steps are taken to protect cultural resources if they are unexpectedly found during the project. Therefore, Project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation:

XVIII. (b)

CUL-1: Inadvertent Finds

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials

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

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry 2014 General Plan Final EIR (certified June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County Sanitation Districts (LACSD), Wastewater (Sewage) Facilities, San Jose Creek Water Reclamation Plant
- 2020 Urban Water Management Plan Suburban Water Systems (UWMP). June 2021.
- 2022 California Gas Report. California Gas and Electric Utilities. 2022
- 2023 California Gas Report Supplement. California Gas and Electric Utilities, 2023
- Estimated Solid Waste Generation Rates. California Department of Resources Recycling and Recovery (CalRecycle). 2019a.
- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.
- Low Impact Development (LID) for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue, City of Industry, CA 91744 APNs: 8208-011-009 and 8208-011-029. Thienes Engineering, Inc. March 2, 2022, revised July 26, 2022. (Appendix K)

Findings of Fact: The Project site is currently built out with five (5) industrial buildings totaling 22,040 square feet that were formerly utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 147,691 square feet. The Project consists of minor infrastructure improvements such as the installation of a new fire hydrant.

Domestic Water

The Project site is located in the service boundaries of Suburban Water Systems, San Jose Hills Service Area. Suburban utilizes locally produced groundwater from the Main San Gabriel Groundwater Basin to provide potable water to the San Jose Hills Service Area and additionally supplies the Whittier/La Mirada Service Area with Central Basin groundwater. Suburban also has the ability to deliver imported water through a connection with the Metropolitan Water District of Southern California, as well as emergency interconnections with several surrounding water agencies to ensure the reliability of its water supply (UWMP, 2020). Suburban's water supply sources include groundwater pumped from the Main San Gabriel Basin and Central Basin; treated, imported surface water purchased from Metropolitan Water District of Southern California through Central Basin Municipal Water District (CBMWD), Three Valleys Municipal Water District (TVMWD), Upper San Gabriel Valley Municipal Water District (USGVMWD); and recycled water purchased from USGVMWD for landscape irrigation. Suburban's main source of water supply is groundwater pumped from the Main San Gabriel Basin (UWMP, 2020). According to the 2020 Urban Water Management Plan (UWMP), the Basin has not experienced water supply constraints or deficiencies. The UWMP shows that the Basin's base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands.

Wastewater Treatment

The Project is designed to accommodate up to two (2) tenants with a wide variety of uses, including light assembly, manufacturing, E-commerce, and warehouse/distribution. The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit. The LACSD provides wastewater treatment for much of Los Angeles County including the Project site. Wastewater from the Project site is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County, near the western boundary of the City of Industry. The SJCWRP serves a population of approximately 1,000,000 people. SJCWRP treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites (LACSD Wastewater).

Solid Waste

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

Electric Power

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

Natural Gas

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

Discussion of Impacts

Would the project:

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

Less than Significant Impact:

Water Demand Impacts

The Project site is currently developed with five (5) industrial buildings totaling 22,040 square feet that were formerly utilized for warehousing, ancillary storage, and parking. The proposed Project would replace the existing use with one (1) new industrial building totaling 147,691 square feet. Water connection to the Project site will be provided via an existing 8" Water Main on Nelson Avenue. Water demands from the proposed Project will be similar to other industrial land uses. Therefore, Project water demands will not result in the relocation or construction of new or expanded water facilities, a less than significant impact would occur.

Wastewater Treatment Impacts

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

Electric Power Impacts

Southern California Edison (SCE) provides electricity to the site. Electric power uses are anticipated to include indoor lighting, office appliances, perimeter lighting, and security

systems. All electrical uses associated with the Project would connect to the existing electric power system. Further, all utility connections to the proposed Project would be required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant.

Natural Gas Impacts

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

Telecommunication Facilities Impacts

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

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

Less than Significant Impact: Suburban Water Systems provides potable and domestic water to the Project area. Suburban receives its water supply from the Main San Gabriel Groundwater Basin (Basin). According to the 2020 UWMP for Suburban Water Systems, the Basin has not experienced water supply constraints or deficiencies. Table 19-1 describes data from the UWMP which shows that Suburban's combined San Jose Hills and La Mirada/Whittier service areas for base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands. (UWMP, 2020).

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

		2025	2030	2035	2040	2045
First Year	Supply Totals	55,449	55,449	55,449	55,449	55,449
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	**11,387**	**11,003**	**10,616**	**10,226**	**9,831**
Second Year	Supply Totals	54,890	54,890	54,890	54,890	54,890
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	**10,828**	**10,444**	**10,057**	**9,666**	**9,272**
Third Year	Supply Totals	52,513	52,513	52,513	52,513	52,513
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	**8,451**	**8,068**	**7,681**	**7,290**	**6,895**
Fourth Year	Supply Totals	47,493	47,493	47,493	47,493	47,493
	Demand Totals	44,062	44,445	44,832	45,223	45,618

	Difference	**3,431**	**3,048**	**2,661**	**2,270**	**1,875**
Fifth Year	Supply Totals	56,766	56,766	56,766	56,766	56,766
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	**12,705**	**12,321**	**11,934**	**11,543**	**11,149**

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

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

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

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

Less than Significant Impact: Locally generated solid waste is deposited into three (3) LACSD solid waste facilities located within the City: the Puente Hills Landfill, the Puente Hills Material Recovery Facility (MRF), and the Puente Hills Intermodal Facility (PHIMF). The proposed Project would minutely increase the volume of solid waste generated in the City. Solid waste is collected in the City through a franchise agreement (Ord. 686 § 1 (part) 2002). Valley Vista Services is the City's contracted franchise hauler to support commercial and industrial businesses with meeting the State's recycling requirements. The Project would comply with the Integrated Waste Management Ordinance (Section 8.20) adopted by the City. The Applicant is proposing to construct one (1) new industrial buildings totaling 147,691 square feet. Industrial waste, defined in Section 17225.35 of Title 14 of the California Code of Regulations, is not subject to the requirements of the AB 341 regulation (CalRecycle, 2019b). Based on the CalRecycle Industrial Section Generation Rates chart, the Project would generate approximately 8,668 pounds of solid waste per day.

Table 19-2 Estimated Solid Waste Generation

Waste Generation Source	Square Feet	Generation Rate, pounds per day	
		Per square foot	Total
Industrial	137,730	.0625 pounds	8,608 (lbs/day)
Office	10,000	0.006 pounds	60 (lbs/day)
Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)			

The Project would consist of one (1) building which will include 137,730 square feet for warehouse and distribution space with the remaining 10,00 square feet for office space. Commercial solid waste generated at an industrial facility or site, for example paper, plastic, metals, cardboard, etc., could be subject to the requirements of the regulation provided the facility/site generates four or more cubic yards of commercial solid waste per week. The Project would participate in the City's commercial recycling and waste reduction program to comply with AB 939, AB 341 and AB 1826.

The industrial uses proposed by the Project, and solid waste generated by those uses, would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals is less than significant.

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire – If located in or near a State Responsibility Areas ("SRA") 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map
- Nelson Avenue Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. March 20, 2023 (Appendix A)
- Low Impact Development (LID) for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue City of Industry, CA 91744. Thienes Engineering, Inc. March 2, 2022, revised July 26, 2022 (Appendix K).

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

Code of Regulation. These standards will be required as applicable, when constructing the new facility on the Project site.

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

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

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in a SRA, and Very High Fire Hazard Severity Zone (VHFHSZ) in a LRA. The Project site is not located in a SRA or classified as a VHFSZ, as identified in the CAL FIRE FHSZ Map. The nearest FHSZ is a VHFSZ located approximately 1.5 miles west of the Project site, south of SR-60 and consists of open space within the Rio Hondo College campus.

Discussion of Impacts

If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

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

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

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

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

onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season (Appendix A).

The nearest open space and urban interface classified as Very High Fire Hazard Severity Zone is located approximately 1.5 miles west of the site, and no wildlands exist within the immediate vicinity of the site. The San Gabriel River Freeway (605) runs northwest to southeast 2.6 miles northwest of the Project site. Development of the proposed Project would not result in the exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds, and impacts would be less than significant.

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

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

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

Less than Significant Impact: The topography of the Project site is relatively flat with soils that are not susceptible to landslides. The Project site is already developed with existing industrial structures and the proposed building replacement and ancillary improvements would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Runoff from the proposed development will be captured via the on-site storm drain system through catch basins and will ultimately connect with the existing 18-inch PVC storm drain in the southwestern corner of the site. Project implementation will not alter the existing drainage patterns because the proposed drainage pattern for the site has been structured to match existing drainage patterns (Appendix K). Therefore, Project impacts would be less than significant.

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

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare. The Project site is located within a developed area that contains light industrial uses. The proposed Project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species.

As described in Section V. Cultural Resources and XVIII. Tribal Cultural Resources, adverse impacts to historical resources would be less than significant. Construction-phase procedures would be implemented if any cultural, archaeological, or paleontological resources are discovered during grading, consistent with Mitigation Measure **CUL-1.**

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

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

b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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

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

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

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

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

Table 22-1. Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Cultural Resources				
V. Cultural Resources	**CUL-1 Inadvertent Archaeological Discovery:** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and	Applicant and City of Industry	If archaeological/ cultural resource objects are encountered during ground-disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	nondestructive analysis of human remains and items associated with Native American burials.			
Geology and Soils				
VII. Geology and Soils	**GEO-1 Grading:** The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated January 31, 2023 (Appendix H). The recommendations are presented in Section 6.3 Site Grading Recommendations of the report under the following subheadings: Site Stripping and Demolition, Treatment of Existing Soils: Building Pad, Treatment of Existing Soils: Retaining Walls and Site Walls, Treatment of Existing Soils: Parking Areas, Treatment of Existing Soils: Flatwork Areas, Fill Placement, Imported Structural Fill, and Utility Trench Backfill (pages 18-21).	Applicant and City of Industry–approved geotechnical engineer	Prior to start of construction	Less than Significant
VII. Geology and Soils	**GEO-2 Inadvertent Paleontological Discovery:** In the event that paleontological resources are inadvertently discovered during ground disturbing activities, a qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	Applicant and City of Industry	If paleontological resources are encountered during ground-disturbing activities	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Hazards and Hazardous Materials				
IX. Hazards & Hazardous Materials	**HAZ-1:** The Project shall incorporate applicable recommendations provided in the Hazardous Building Material Survey prepared by Enercon Services Inc. dated September 26, 2022, revised April 20, 2023 (Appendix G). The recommendations are presented in the following sections of the report: Asbestos, Lead, and Miscellaneous Hazardous Building Materials (pages 6-7). Additionally, the Project shall incorporate applicable recommendations provided in the Phase I ESA 15100 Nelson Avenue prepared by Ardent Environmental Group, Inc. on September 23, 2021, under the "Recommendations" section of the report (page 37) (Appendix B).	Applicant and City of Industry	During construction	Less than Significant
Noise				
VIII. Noise	**NOI-1:** The Project shall adhere to the applicable measures outlined in the Environmental Noise Study prepared by Salter, Inc. June 13, 2023 (Appendix M). Seven (7) measures are listed on pages 15-16 of the Environmental Noise Study.	Applicant and City of Industry	During construction	Less than Significant
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	**CUL-1 Inadvertent Archaeological Discovery:** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of	Applicant and City of Industry	If archaeological/ cultural resources objects are encountered	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.		during ground-disturbing activities	

CHAPTER FIVE– REFERENCES AND PREPARERS

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5.2 List of Preparers

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APPENDIX A
Nelson Avenue Air Quality and Greenhouse Gas Assessment

APPENDIX B
Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue, City of Industry, California

APPENDIX C
Report Reliance for Phase I Environmental Site Assessment and Document Review 15100 Nelson Avenue dated September 23, 2021, City of Industry, California

APPENDIX D
Additional Site Investigation 15100 Nelson Avenue, City of Industry, California 90601

APPENDIX E
Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue, City of Industry, California

APPENDIX F
Report Reliance for Phase I Environmental Site Assessment 15006 and 15010 Nelson Avenue dated August 24, 2021, City of Industry, California

APPENDIX G
Revised Hazardous Building Material Survey 15006, 15010 and 15100 Nelson Avenue, City of Industry, California

APPENDIX H
Geotechnical Investigation Proposed Industrial Building 15006-15100 Nelson Avenue, City of Industry, California

APPENDIX I
Geotechnical Investigation Response Letter to Peer Review Comments Proposed Industrial Building 15006-15100 Nelson Avenue, City of Industry, California

APPENDIX J
Results of Infiltration Testing Proposed Industrial Building 15006-15100 Nelson Avenue, City of Industry, California

APPENDIX K
Low Impact Development (LID) for Nelson Avenue Industrial Building 15010 and 15100 Nelson Avenue

APPENDIX L
Preliminary Hydrology Calculations for Nelson Avenue Industrial Buildings

APPENDIX M
15010-15100 Nelson Avenue, City of Industry, CA
Environmental Noise Study

APPENDIX N
Vehicle Miles of Travel (VMT) Assessment for 15010 and 15100 Nelson Avenue