

CIRCULATION DRAFT

**Draft Initial Study and
Mitigated Negative Declaration**

CRP IV Valley Center, LLC
184 South 6th Avenue
City of Industry

Lead Agency:



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



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May 6, 2026

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- Appendix A** 6th Street Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. December 24, 2025.

- Appendix B** Geotechnical Due Diligence Exploration Proposed Industrial Warehouse Development, 110 South 6th Avenue City of Industry, Los Angeles County, California. Leighton Consulting, Inc. August 27, 2024.

- Appendix C** Phase I Environmental Site Assessment (September 18, 2024) & Limited Phase II Subsurface Investigation Report (June 1, 2023). Hillmann Consulting LLC.

- Appendix D** Hazardous Materials Survey Report, Valley Centre Business Park, Partner Engineering and Science, Inc. July 26, 2024.

- Appendix E** WQMP Report for Valley Center, David Evans and Associates, Inc. July 2025.

- Appendix F** Hydrology Report for Valley Center, David Evans and Associates, Inc. July 2025.

- Appendix G** Noise Impact Study Valley Centre Business Park, Yorke Engineering, LLC. April 2025.

- Appendix H** Memorandum VMT Analysis – 184 S. Sixth Avenue. CNC Engineering, January 31, 2025.

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CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study/Mitigated Negative Declaration (“IS/MND”) has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*) (“CEQA”) to evaluate the potential environmental impacts associated with the implementation of the proposed Valley Centre Business Park located at 184 South 6th Avenue in the City of Industry, California. This document is prepared in conformance with CEQA and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the South 6th Avenue Industry Redevelopment.

1.2 Documents Incorporated by Reference

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

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

1.3 Documents Prepared for the Project

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

- Air Quality and Greenhouse Gas Assessment (Appendix A)
- Geotechnical Due Diligence Exploration (Appendix B)
- Phase I Environmental Site Assessment & Limited Phase II Subsurface Investigation Report (Appendix C)
- Hazardous Materials Survey Report (Appendix D)
- WQMP Report (Appendix E)
- Hydrology Report (Appendix F)
- Noise Impact Study (Appendix G)
- VMT Analysis (Appendix H)
- Will Serve Documents (Appendix I)



CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. Project Title:

CRP IV Valley Center, LLC

2. Lead Agency Name and Address:

City of Industry
15625 Mayor Dave Way
City of Industry, CA 91744

3. Contact Person and Phone Number:

Mike Poland, Contract Senior Project Manager
Eduardo Manriquez, Contract Senior Planner
(626) 333-2211

4. Project Location:

184 South 6th Avenue
City of Industry, CA 91746

5. Project Applicant's Name and Address:

Rick Goebel
CapRock Partners
1300 Dove Street, Suite 200
Newport Beach, CA 92660

6. General Plan Designation:

APN 8206-027-058: Employment
APN 8206-027-080: Light Industrial (IL) (Los Angeles County)

7. Zoning Designation:

APN 8206-027-058: Industrial (M)
APN 8206-027-080: Restricted Heavy Manufacturing (M-1.5) (Los Angeles County)



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8. Project Description:

CapRock Partners (“Applicant”), submitted to the City of Industry (“City”) an application for a Development Plan (“DP”), General Plan Amendment (“GPA”) and Zone Change (“ZC”) for the proposed construction of an industrial warehouse on approximately 6.47 acres of non-vacant land located at 184 South 6th Avenue (S. 6th Ave.) (“Project”) in the northwestern portion of the City (refer to Figure 2-1 *Regional Vicinity*). The Project site consists of two (2) parcels: Accessor’s Parcel Numbers (APNs) 8206-027-058 and -080. APN: 8206-027-080 is located in Avocado Heights in unincorporated County of Los Angeles and requires annexation of one parcel (APN 8206-027-080) approval through the Local Agency Formation Commission of the County of Los Angeles (LAFCO) (refer to Figure 2-2 *Project Boundary* and Figure 2-3 *Accessor Parcel Numbers*). The Project will include a lot tie through a covenant agreement, which will be coordinated with the City’s Engineering Department and included as a condition of approval. The City’s General Plan land use designation for APN: 8206-027-058 is Employment and the zoning designation is Industrial (M). APN 8206-027-080 is designated Light Industrial (IL) and zoned Restricted Heavy Manufacturing (M-1.5) under the Los Angeles County General Plan and Zoning Code, respectively (refer to Figure 2-4 *Existing Land Use Designation* and Figure 2-6 *Existing Zoning Designations*). The proposed General Plan land use designation for the annexed parcel is Employment, and the proposed zoning designation is Industrial (M) (refer to Figure 2-5 *Proposed General Plan Land Use Designation City of Industry* and Figure 2-7 *Proposed Zoning Designation City of Industry*). The site is bound by East Valley Boulevard (E. Valley Blvd.) to the northeast, and S. 6th Ave. to the northwest, and is surrounded by warehousing/manufacturing uses.

Existing Conditions

The Project site is currently developed with six (6) buildings totaling 199,840 square feet (sq ft), which are currently used for storage, commercial, warehousing, and parts assembly purposes. The Project site is fully developed with drive aisles, parking spaces and ornamental landscaping, including grass and trees, along the Project and building frontages. Additionally, the site contains the remnants of a previous building foundation located on the eastern portion of the site. Access to the site is provided via two (2) 30-foot-wide driveways off E. Valley Blvd., and two (2) thirty-foot-wide driveways and one twenty-five-foot-wide driveway off S. 6th Avenue. An eight-foot-wide sidewalk with four (4) streetlights is located along the Project frontage on E. Valley Blvd. and concludes at the northwestern portion of the site at the intersection of S. 6th Avenue. Above-ground electrical distribution lines are located along the Project frontage on S. 6th Avenue. Two (2) fire hydrants are located along the Project frontage on Valley Boulevard, and one (1) fire hydrant is located on S. 6th Avenue.

Proposed Structures

The Applicant proposes to construct a new 140,720 sq ft tilt-up concrete industrial building to accommodate one (1) tenant for manufacturing, warehousing/distribution uses (refer to *Figure 2-8 Conceptual Site Plan*). The front of the building will be oriented towards E. Valley Blvd. and a proposed truck yard, including dock-high doors and truck parking spaces, will be oriented towards the southeastern portion of the site. Access to the truck yard will be provided via an eight-foot-tall (8’) high tube steel sliding gate as well as two (2) eight-foot-tall (8’) tilt-up concrete screen walls. The proposed building consists of warehouse space, office space split between two stories located at the front of the



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building, and a mezzanine. The proposed building will be forty-eight feet (48') tall. In addition, the Project will install three fire hydrants on-site in locations determined by the Fire Department

Construction

The proposed Project includes the demolition of the existing on-site buildings, parking lots, landscaping, and sidewalk. The proposed Project will be constructed in one (1) phase and is anticipated to commence in Quarter one (Q1) of 2027 and will last for approximately ten (10) months. Construction activities include demolition, site preparation, grading, building construction, paving and architectural coatings.

Utilities

An existing sewer mainline is located in E. Valley Blvd. and a gravity sewer line is located in 6th Avenue. The proposed Project would connect to these existing lines for sewer services. The Project site is located in the San Gabriel Water Company boundaries and would connect to existing water mainline in E. Valley Blvd. No impacts are proposed to the existing fire hydrants allocated along 6th Ave. and E. Valley Boulevard.

Circulation

Proposed access to the site will be provided via one (1) forty-foot (40') wide driveway off E. Valley Blvd. and one (1) twenty-eight-foot (28') wide driveway off S. 6th Ave. A twenty-eight-foot-wide (28') drive aisle is proposed around the building that will provide circulation within the site and serve as a fire access road. The Project provides a total of 191 parking stalls, including 138 standard parking stalls and 53 standard electric vehicle (EV) parking stalls, consistent with Section 17.36.060.K. of the City's Municipal Code ("Code"). Additionally, the Project includes 14 dock-high doors for truck docking on the south-eastern side of the building. Six (6) bike racks are proposed at the front of the building.

Landscaping/Fencing/ Lighting

The Project includes 45,570 square feet of total landscaped area (16.17% of property). Landscaping is proposed along the Project frontage on E. Valley Blvd., S. 6th Ave., throughout the parking lot, and along the perimeter of the building and Project site. Landscaping materials include drought tolerant shrubs, ground cover and trees. An eight-foot-tall high tube steel fence is proposed along the perimeter of the eastern and southern portion of the site. The Project will include security lighting around the perimeter of the site and building, as well as throughout the parking lot.

Discretionary Actions and Maximum Development Scenario

The Project includes the following discretionary actions:

- Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Approval of a General Plan Amendment (General Plan Amendment No. 24-03)
- Approval of Zone Change (Zone Change Amendment No. 24-09)
- Approval of Development Plan Application- Long Form (Development Plan No. 24-01)
- Approval of Annexation



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These entitlements would facilitate the redevelopment of approximately 6.47 acres with a new 140,720-square-foot industrial building that includes warehouse, office, and mezzanine components.

Under the proposed zoning, the maximum allowable Floor Area Ratio (FAR) is 0.5:1, which equates to approximately 136,125 square feet of allowable building area on the 281,705.75 square-foot site. The proposed Project which includes a 140,720 square foot industrial building, remains consistent with the overall intensity, scale, and character anticipated under the City's Industrial (M) zoning standards. The Project also complies with applicable height, landscaping, and parking requirements.

The Industrial (M) zoning designation permits a variety of industrial, and employment-generating uses, including warehousing, distribution, manufacturing, research and development, and e-commerce fulfillment centers. These uses differ in terms of operational characteristics, trip generation, and potential environmental impacts. The Applicant proposes to construct a new 140,720-square-foot tilt-up concrete industrial building to accommodate one tenant for manufacturing and warehousing/distribution uses. While the proposed Project represents near-maximum physical buildout of the site, it does not represent the most intensive use allowed under the M zoning. More intensive uses—such as high-cube distribution centers or e-commerce fulfillment centers—are permitted and could result in greater transportation, energy, and air quality impacts than the proposed manufacturing and warehousing operations.

For the purposes of environmental analysis under CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the proposed Project—the 140,720-square-foot industrial building described herein—as the reasonably foreseeable development under the annexation, GPA, and ZC. Any development beyond the scope of this Project would require separate environmental review.

9. Surrounding Land Uses and Setting:

The Project site is located in an urban, built-up environment. Immediate surrounding uses include warehouses for manufacturing and distribution, a drive-thru restaurant, and the Southern Pacific Railroad. Surrounding parcels are designated Employment under the City's General Plan and Light Industrial (IL) under the County of Los Angeles. The surrounding land uses are further described below:

North: North of the site is the intersection of Valley Blvd. and S. 6th Ave. A drive-through restaurant and industrial buildings are located north of this intersection followed by the Southern Pacific Railroad.

East: Uses east of the site consist of industrial buildings used for manufacturing and distribution and are located within the City and Los Angeles County.

South: Uses immediately south of the site consist of industrial warehouses located within the City. A single-family residence is located 763 feet southwest of the site at 14362 Proctor Avenue.



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West: West of the site is located in unincorporated Los Angeles County and consists of commercial and light industrial uses.

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

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

11. California Native American Tribes:

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

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

The City, as Lead Agency, commenced the AB 52 process by transmitting letters of notification on March 13, 2025, to the following tribes traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City: Soboba Band of Luiseño Indians, Gabrielino Tongva Tribe and the Gabrieleño Band of Mission Indians – Kizh Nation. The City received one (1) request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation was conducted on March 14, 2025, and the Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures which are incorporated into Section XVIII. Tribal Cultural Resources of this IS/MND. The City therefore has complied with the requirements of AB 52.



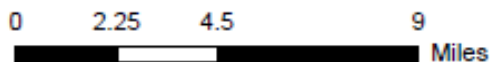
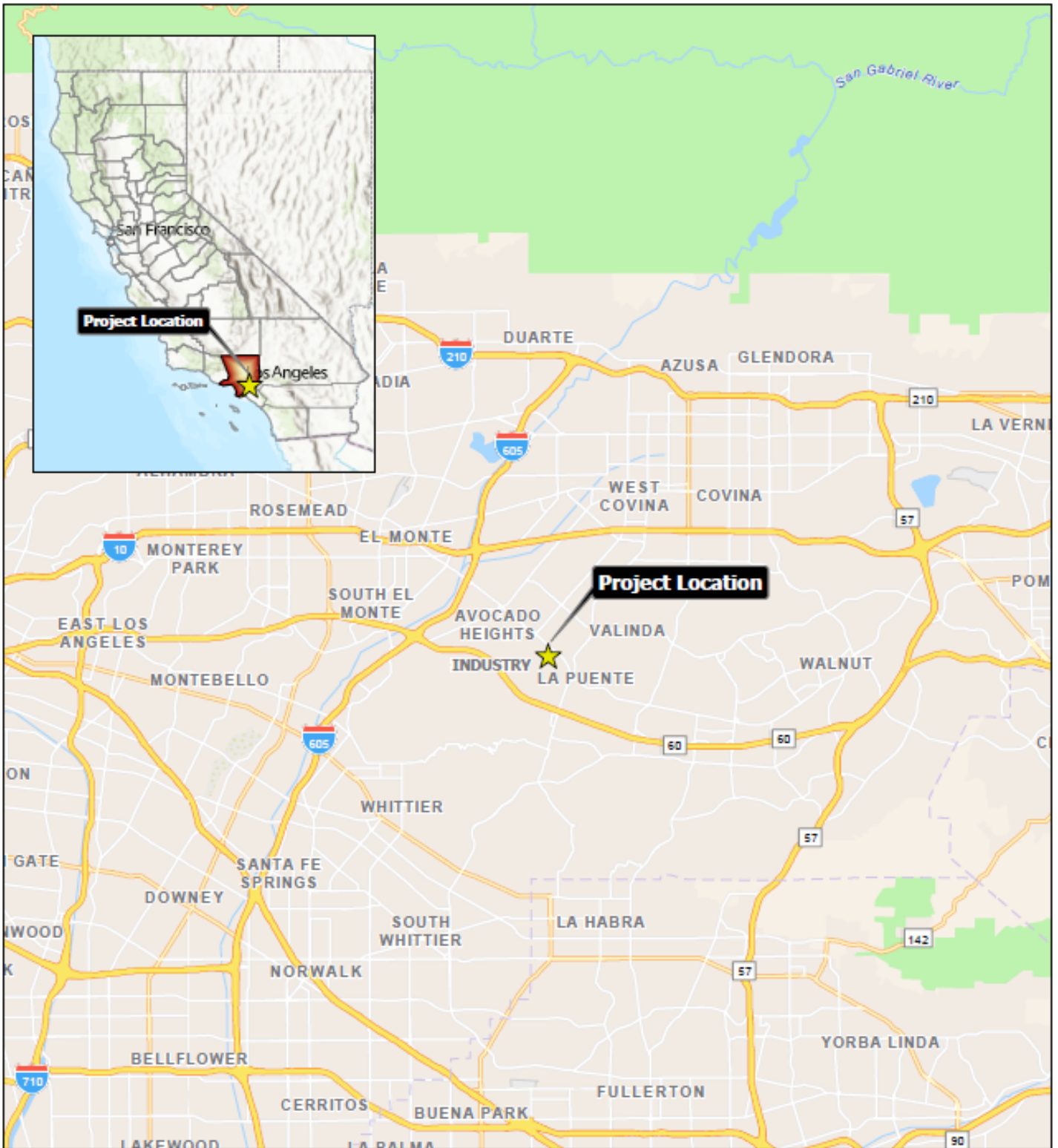


Figure 2-1 Regional Vicinity
184 South 6th Avenue - Industry
Redevelopment

County of Los Angeles

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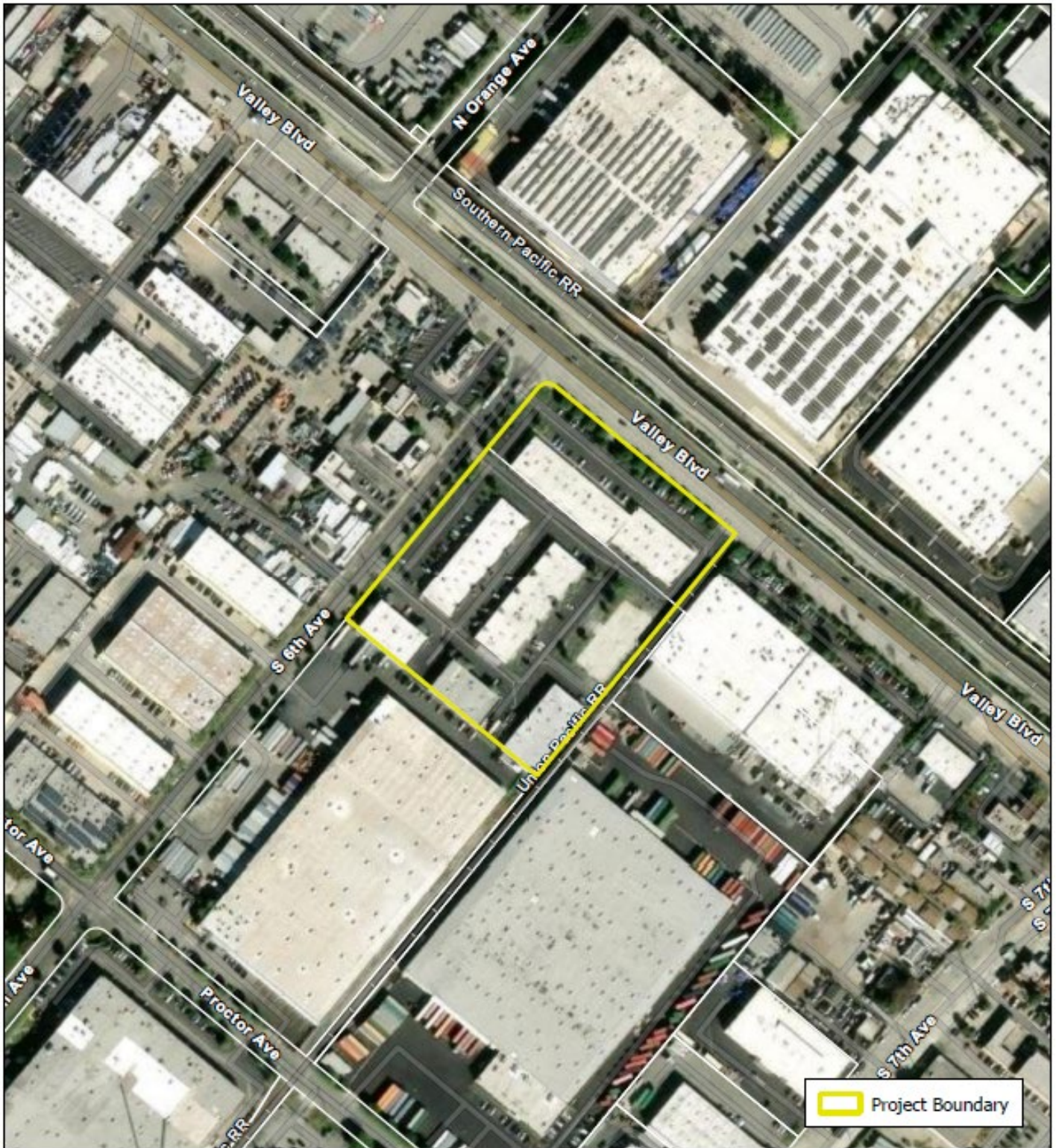


Figure 2-2 Project Boundary
184 South 6th Avenue - Industry
Redevelopment

County of Los Angeles

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Figure 2-3 Assessor's Parcel Number
184 South 6th Avenue - Industry
Redevelopment



County of Los Angeles

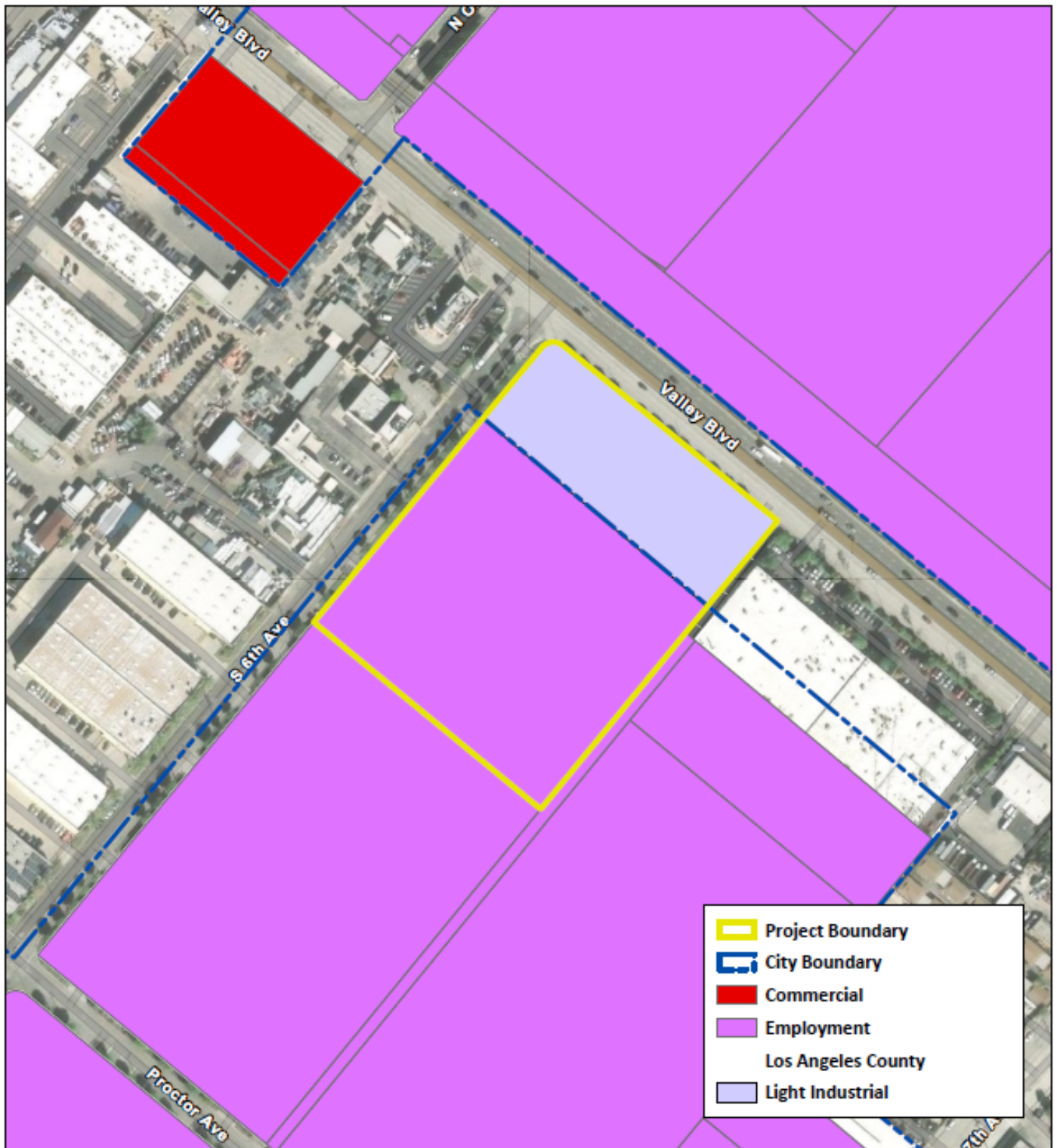


Figure 2-4 Existing Land Use Designations

184 South 6th Avenue - Industry
Redevelopment

County of Los Angeles

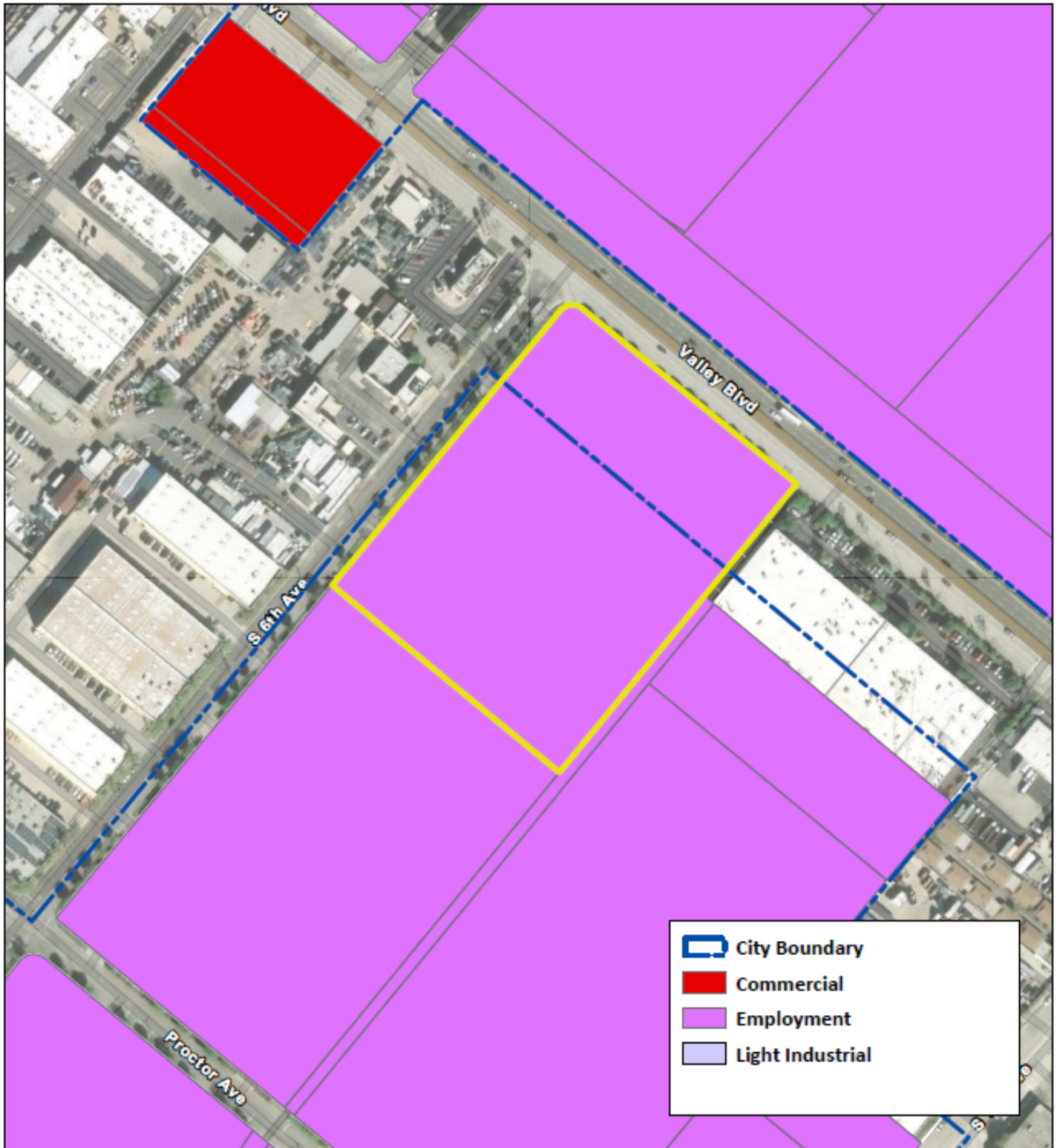
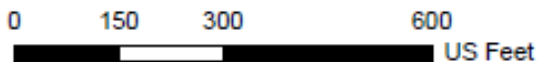


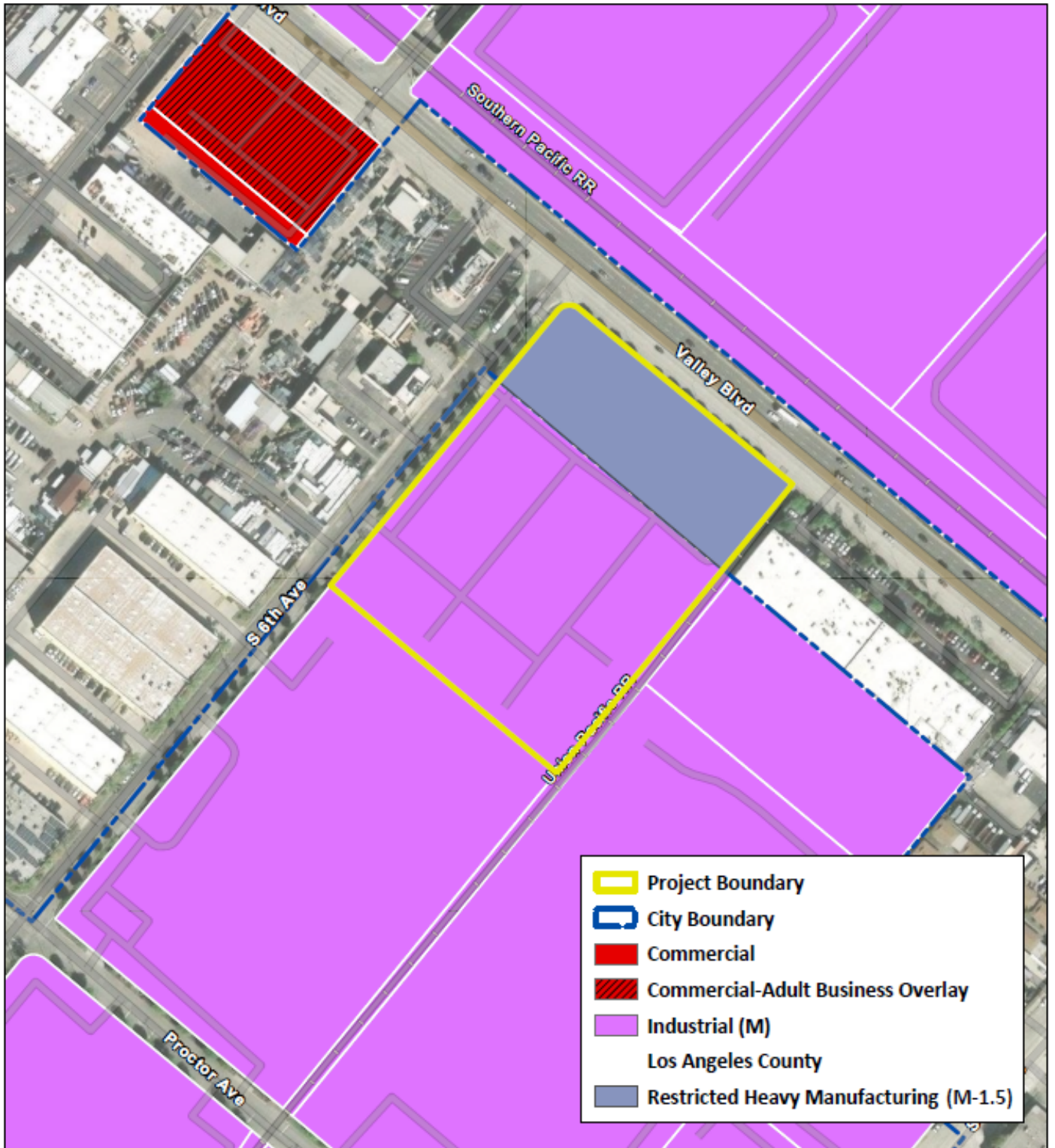
Figure 2-5 Proposed General Plan Land Use Designation City of Industry

184 South 6th Avenue - Industry
Redevelopment

County of Los Angeles



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Figure 2-6 Existing Zoning Designations

184 South 6th Avenue - Industry
Redevelopment

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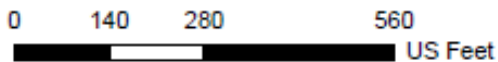
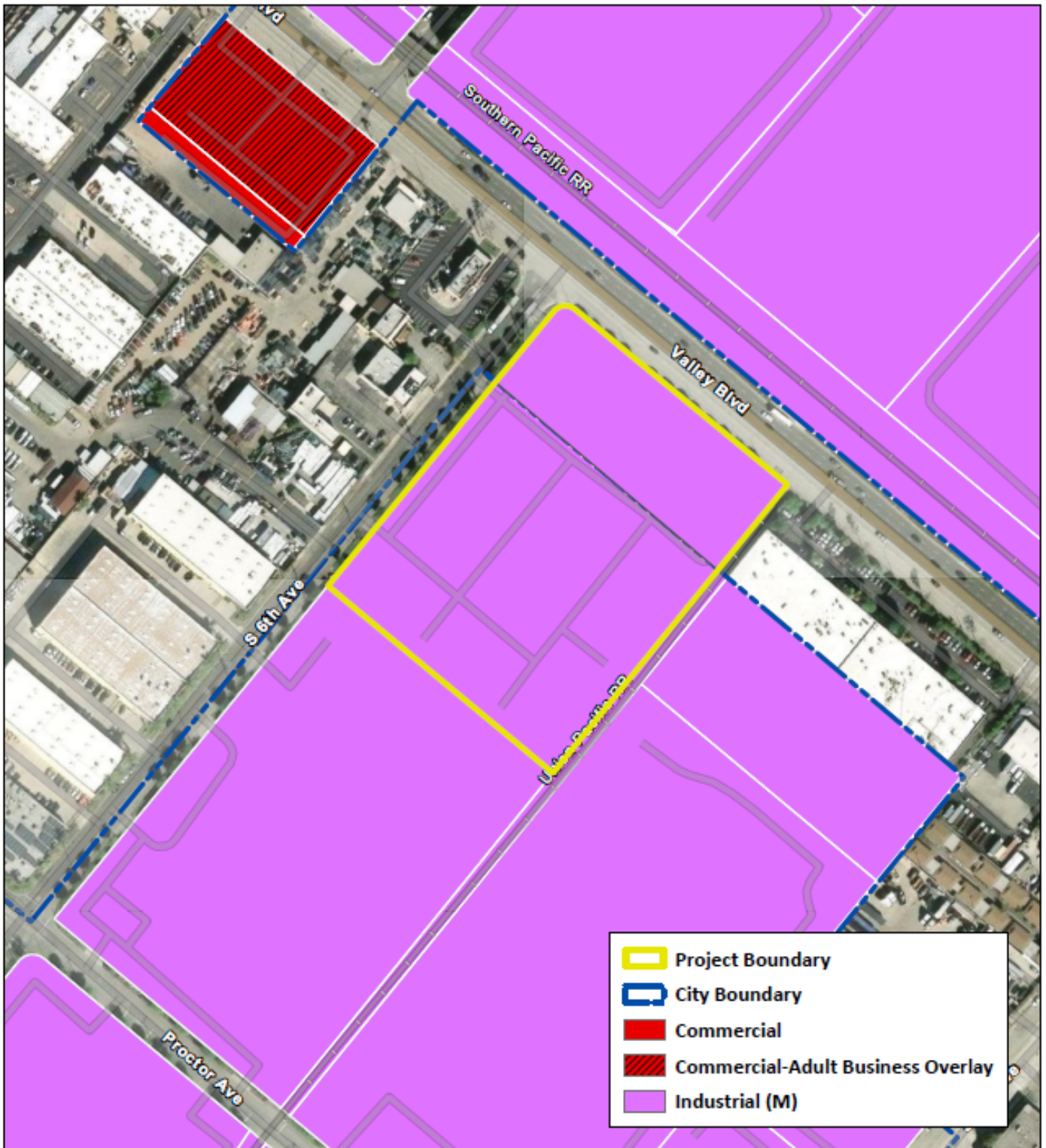


Figure 2-7 Proposed Zoning Designation City of Industry

184 South 6th Avenue - Industry
Redevelopment

County of Los Angeles

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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.

<input type="checkbox"/>	<u>Aesthetics</u>	<input type="checkbox"/>	<u>Agriculture and Forestry Resources</u>	<input type="checkbox"/>	<u>Air Quality</u>
<input checked="" type="checkbox"/>	<u>Biological Resources</u>	<input checked="" type="checkbox"/>	<u>Cultural Resources</u>	<input type="checkbox"/>	<u>Energy</u>
<input checked="" type="checkbox"/>	<u>Geology/Soils</u>	<input type="checkbox"/>	<u>Greenhouse Gas Emissions</u>	<input checked="" type="checkbox"/>	<u>Hazards & Hazardous Materials</u>
<input checked="" type="checkbox"/>	<u>Hydrology/Water Quality</u>	<input type="checkbox"/>	<u>Land Use/Planning</u>	<input type="checkbox"/>	<u>Mineral Resources</u>
<input type="checkbox"/>	<u>Noise</u>	<input type="checkbox"/>	<u>Population/Housing</u>	<input type="checkbox"/>	<u>Public Services</u>
<input type="checkbox"/>	<u>Recreation</u>	<input type="checkbox"/>	<u>Transportation/Traffic</u>	<input checked="" type="checkbox"/>	<u>Tribal Cultural Resources</u>
<input type="checkbox"/>	<u>Utilities/Service Systems</u>	<input type="checkbox"/>	<u>Wildfire</u>	<input checked="" type="checkbox"/>	<u>Mandatory Findings of Significance</u>

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.

Mike Poland

Mike Poland, Contract Senior Project Manager

05/06/2026

Date



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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,



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- 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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, Section 17.56.010 Height of Structures
- 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 northwestern portion of the City, and in unincorporated County of Los Angeles. The Project site is currently developed and consists of six (6) buildings totaling 199,840 square feet that are used for storage, commercial, warehousing and parts assembly purposes. Uses surrounding the Project site include manufacturing, distribution and commercial buildings. The Project site is bounded by Valley Boulevard to the northeast, S. 6th Ave. to the northwest, and existing manufacturing/distribution uses to the south. The nearest State-designated scenic highway is a portion of State Route 91 (SR-91) located approximately 15.7 miles southeast of the Project site.



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The nearest historic building is the Workman and Temple Family Homestead Museum which is located approximately 1.3 miles southeast of the Project site within the City's jurisdiction.

The Applicant proposes to demolish the existing buildings onsite and construct one (1) industrial building totaling 140,720 square feet with a maximum building height of 50 feet. Pursuant to Section 17.56.010 of the City's Code, the maximum building height for the Industrial (M) zone is 150 feet. The proposed building will include new sources of lighting that will be consistent in scale and character with the surrounding industrial 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.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change to allow industrial development consistent with the City of Industry's Industrial (M) zoning designation. The Project site consists of two parcels: Assessor's Parcel Number (APN) 8206-027-058, currently within the City of Industry, and APN 8206-027-080, currently in unincorporated County of Los Angeles, and proposed for annexation. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

Discussion of Impacts

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

No Impact: Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. Scenic vistas within the City are provided by the Puente Hills to the south and the San Gabriel Mountains to the north. The Project site is not located in a scenic vista and is surrounded by manufacturing, distribution, and commercial uses. Therefore, the Project would not have substantial adverse effects on a scenic vista and no impact would occur.

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

No Impact: The Project site is fully developed with existing buildings, pavement, parking areas, and ornamental landscaping, and does not contain any scenic resources such as native trees, rock outcroppings, or historic buildings. The nearest State-designated scenic highway is a segment of SR-91, located approximately 15.7 miles southeast of the Project site, and the closest historic resource, the Workman and Temple Family Homestead Museum, is located 1.3 miles away. Given the urbanized condition of the site, its existing development, and the considerable distance from any designated scenic highways or historic structures, the Project would not damage any scenic resources. Therefore, no impact would occur.



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- 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 proposed to be zoned in the Industrial (M) zone. The proposed land use, an industrial warehouse, is consistent with the permitted uses under the M zoning district. The proposed building height of 48 feet is well below the maximum allowed 150 feet, and the Project will be designed in accordance with applicable setback, lot coverage, and floor area ratio requirements. The Project will also undergo the City's site plan and design review process, ensuring consistency with architectural design standards, including requirements for building articulation, screening, and landscaping that support visual quality.

The Project site is not located within a designated scenic corridor and does not contain visually sensitive features such as hillsides, open space preserves, or water bodies. Public views of the site are limited to adjacent roadways, and the Project includes streetscape enhancements, such as landscaping and sidewalk improvements, to help integrate the development into the existing urban fabric and minimize visual disruption.

As a result, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts related to visual character or public views 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 Project site is located within a developed urban setting characterized by existing sources of light from on-site structures, parking areas, and nearby industrial uses. The Project is not located near residential uses or other light-sensitive receptors. Redevelopment of the site would introduce additional lighting sources, including building-mounted lights, walkway and driveway illumination, and parking lot lighting. However, all proposed lighting would be designed to comply with the City's General Plan, Zoning Code, and California Building Code (CBC) requirements. Lighting would be reviewed by the City to ensure it is directed, shielded, and arranged to minimize glare and prevent spillover onto adjacent properties. As a result, the new light sources are not anticipated to significantly affect day or nighttime views. Therefore, the impact would be less than significant.



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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 (CDC). California Important Farmland Finder, 2016



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Findings of Fact: The City was founded as a hub for business and industrial uses. According to the City's General Plan Land Use Map, there are no land uses designated for agriculture, forest, or timberland within the City boundaries. Furthermore, the Project site is located within unincorporated Los Angeles County, and the westerly portion of the City near the City of La Puente and the communities of Avocado Heights, Hillgrove and West Puente Valley within unincorporated County of Los Angeles, which contain highly urbanized residential and commercial communities. The Project site has a land use designation of Employment and a zoning designation of Industrial (M) for APN: 8206-027-058. APN 8206-027-080 is designated Light Industrial (IL) and zoned Restricted Heavy Manufacturing (M-1.5) under the Los Angeles County General Plan and zoning code, and is currently developed with six (6) existing 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 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?
 - d) Result in the loss of forest land or conversion of forest land to non-forest use?
 - e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?
- a-e) No Impact:** The following analysis addresses environmental checklist questions a) through e) for Agriculture and Forestry Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS) which analyzes the suitability of soils for agricultural production. Based on the Important Farmland Finder, an interactive GIS application, the Project site is identified as "Urban and Built-Up Land" and there are no agricultural resources located within the City or the vicinity of the site. 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. The proposed Project includes an annexation of one parcel, General Plan Amendment (GPA), and Zone Change (ZC) in the City of Industry. These actions would not result in the conversion of designated or protected agricultural or forest lands to non-agricultural or non-forest uses, as the site is already urbanized and lacks such designations under existing County or City land use plans. Additionally, the GPA and ZC would align the site's land use and zoning designations with



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its existing developed condition and planned urban use, rather than facilitating new conversion of agricultural land.

Therefore, implementation of the Project, including the annexation of one parcel, GPA, and ZC would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use, and no impact to agricultural or forestry resources would occur.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). adopted December 2, 2022.
- 6th Street Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. December 24, 2025. (Appendix A)

Findings of Fact: The Project is located within the South Coast Air Basin (SCAB), an area that is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for implementing air quality management plans (AQMPs) to comply with both federal and state air quality standards. These standards address various "criteria" pollutants, including ozone (O3), nitrogen oxides (NOX), particulate matter (PM), carbon monoxide (CO), sulfur dioxide (SO2), and lead (Pb). Within the SCAB, the region is in nonattainment for several of these pollutants, particularly ozone, PM10, and PM2.5.

Criteria Pollutants and Thresholds

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



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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 NO_x 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 (March 2023) 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 (lbs./day)	Operation (lbs./day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Pb	3	3

*lbs./day – Pounds Per Day

Local Air Quality

This analysis follows the SCAQMD Final Localized Significance Threshold (LST) Methodology. LSTs identify the maximum emissions a project can produce without causing or contributing to exceedances of federal or state ambient air quality standards (NAAQS/CAAQS) at the nearest residence or sensitive receptor. Developed under the SCAQMD Governing Board’s Environmental Justice Initiative I-4, LSTs address public concerns about localized exposure to air pollutants. Lead agencies may use LSTs as an additional indicator of air quality impact significance. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}, with thresholds for localized construction and operational emissions presented below in Table 3-2 (Appendix A).



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Table 3-2 Localized Emissions Significance Thresholds

Pollutant	Construction (ppm)	Operation (ppm)
NO _x	0.18	0.18
CO (1-hour average)	20	20
CO (8-hour average)	9	9
PM ₁₀	10.4 µg/m ³	2.5 µg/m ³
PM _{2.5}	10.4 µg/m ³	2.5 µg/m ³

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 residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. The nearest sensitive receptor to the Project site is a residence located at 14362 Proctor Ave, approximately 783 feet southwest of the Project site. The Project would not result in a cumulatively considerable increase in any criteria pollutants or expose sensitive receptors to substantial pollutant concentrations. Operational emissions would be less than significant, and construction emissions would also remain below applicable thresholds.

The proposed Project includes an annexation of one parcel, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning designation. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. The Air Quality analysis herein evaluates emissions associated with the proposed Project, which represents the full buildout of the site as authorized by the annexation, General Plan Amendment, and Zone Change to the Industrial (M) zoning designation.

An Air Quality and Greenhouse Gas Assessment was prepared by Urban Crossroads, dated December 24, 2025 (Appendix A). This report used the California Emissions Estimator Model



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(CalEEMod) to estimate emissions from construction and operational activities related to the Project. The findings of this assessment indicate that construction and operational air pollutant emissions will not exceed the SCAQMD's regional or localized significance thresholds and therefore will not result in a significant impact to air quality.

Discussion of Impacts

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

Less than Significant Impact: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

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

- 1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- 2) Whether the project will exceed the assumptions in the AQMP, or increments based on the years of project buildout phase.

Criterion 1 - Increase in the Frequency or Severity of Violations?

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated in the Air Quality 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.



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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.

The Project includes an annexation of one parcel (APN 8206-027-080) from unincorporated County of Los Angeles into the City of Industry, along with a General Plan Amendment and Zone Change to apply the City's Employment land use designation and Industrial (M) zoning designation. The existing County zoning for this parcel is Restricted Heavy Manufacturing (M-1.5), which allows certain heavy industrial uses differing in intensity and environmental impacts from those permitted under the City's Industrial (M) zoning. While the Project requires changes to the existing County land use and zoning, SCAG's regional growth forecasts and the AQMP's assumptions reflect development consistent with the City of Industry's General Plan and zoning designations, including this parcel post-annexation. Thus, although the Project changes the land use and zoning designations, the proposed development is consistent with the growth forecast for the City, which anticipates buildout under the City's land use and zoning framework.

The Air Quality and Greenhouse Gas Assessment (Appendix A) evaluates emissions based on the proposed Project consistent with the City's zoning and land use designations. The Project would not exceed regional or localized air quality significance thresholds. Based on the preceding discussion, the Project is determined 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 PM_{2.5}, while the NAAQS designates the Project site as nonattainment for O₃ and PM_{2.5}. 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, grading, building construction, paving and architectural coating. Construction activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and



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PM_{2.5}. Construction is scheduled to occur in quarter one of 2026 and will last approximately ten (10) months. The construction schedule utilized in Urban Crossroad’s analysis 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. Table 3-3 presents the results of the Project’s regional construction impact assessment.

Table 3-3 Regional Construction Emissions Summary

Year	Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀ T	PM _{2.5} T
Summer						
2026	3.90	34.72	32.15	0.05	7.67	4.37
Winter						
2026	3.90	47.27	31.99	0.19	11.21	4.37
2027	43.40	19.62	30.91	0.05	2.03	0.95
Maximum Daily Emissions	43.40	47.27	32.15	0.19	11.21	4.37
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table 3-4 Localized Construction Significance Summary

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-hour	8-hours	1-hour	24-hours	24-hours
Peak day localized emissions	0.14	0.05	0.09	8.21	4.33
Background concentration	1.8	1.3	0.058		
Total concentration	1.94	1.36	0.15	8.21	4.33
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	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 localized 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 Tables 3-5 and 3-6, which presents the results of the Project’s regional and localized operation impact assessment. The Project



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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)					
	ROG	NO _x	CO	SO ₂	PM10T	PM2.5T
Summer						
Mobile	0.65	7.39	8.17	0.08	3.53	1.00
Area	4.22	0.05	6.12	0.00	0.01	0.01
Stationary	1.64	4.59	4.18	0.01	0.24	0.24
Cargo Handling Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Maximum Daily Emissions	6.62	12.41	34.91	0.09	3.81	1.28
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Source	Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM10T	PM2.5T
Winter						
Mobile	0.64	7.71	7.71	0.08	3.53	1.00
Area	3.21	0.00	0.00	0.00	0.00	0.00
Stationary	1.64	4.59	4.18	0.01	0.24	0.24
Cargo Handling Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Maximum Daily Emissions	5.61	12.68	28.34	0.08	3.80	1.27
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table 3-6 Operational Localized Significance Summary

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-hour	8-hours	1-hour	24-hours	24-hours
Peak day localized emissions	5.87E-02	2.62E-02	7.51E-03	0.28	0.23
Background concentration	1.8	1.3	0.058		
Total concentration	1.86	1.33	0.07	0.28	0.23
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	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,



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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 nearest sensitive receptor to the Project site is 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 at 14362 Proctor Ave, approximately 783 feet southwest of the Project site.

As explained in Section III (b) above, construction and operational 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.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- San Gabriel River Corridor Máster Plan, June 2006



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- California Department of Fish and Wildlife (CDFW) BIOS
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper
- Migratory Bird Treaty Act of 1918, (16 U.S. Government Code [USC] 703)
- National Land Cover Database Class Legend and Description (NLCD)

Findings of Fact: The Project site is fully developed with industrial uses and contains no natural habitat or sensitive biological resources. It is designated as “Developed, High Intensity” in the National Land Cover Database, and is surrounded by similarly urbanized land. Due to its built-out condition and lack of suitable habitat, endangered species are not expected to occur on-site or in the immediate vicinity. Additionally, no wetlands are present, and nearby concrete-channelized waterways (La Puente Creek Channel and Thompson Wash) are located over half a mile away and will not be affected by Project development.

The Project involves an annexation of one parcel (APN: 8206-027-080) located in Avocado Heights in unincorporated County of Los Angeles, into the City of Industry, a General Plan Amendment to redesignate the site to Employment, and a ZC to apply the Industrial (M) zoning designation, which together would facilitate redevelopment of the property with a 140,720-square-foot industrial building containing warehouse, office, and mezzanine space. The annexation, GPA, and ZC themselves are administrative and do not involve physical disturbance; however, because they enable the foreseeable industrial redevelopment, the biological resources analysis considers the effects of the planned building. The site is currently developed and disturbed, supports only ornamental or ruderal vegetation, and contains no native habitats, sensitive natural communities, wildlife movement corridors, or jurisdictional waters. Due to the urbanized setting and lack of natural resources, the potential for special-status species to occur is low and limited mainly to nesting birds that may use existing ornamental trees or structures. With implementation of pre-construction nesting bird survey mitigation measure as stated below, biological resource impacts associated with the entitlements and the facilitated redevelopment would be less than significant.

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 industrial uses and lacks suitable habitat for candidate, sensitive, or special status species. No such species are known to occur on-site or in the surrounding area. Therefore, Project implementation would not result in substantial adverse effects to these species and no impact 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?

No Impact: The Project site is fully developed and does not contain any riparian habitat, wetlands, jurisdictional waters, or sensitive natural communities. There are no surface water features, streams, or drainages within the Project boundary. Nearby waterways, such as La Puente Creek Channel and Thompson Wash, are approximately 0.6 miles south of the site



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and are concrete-lined, intermittent, and highly modified. These features do not intersect the Project site and are not expected to be affected. The Project would continue to drain to existing stormwater infrastructure without altering site drainage patterns. Therefore, no adverse impacts to riparian or sensitive natural communities would occur, and no impact would occur.

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

No Impact: No wetlands exist on-site. The nearest wetlands according to the NWI are La Puente Creek Channel and Thompson Wash located approximately 0.6 miles south of the Project site. 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. Therefore, no impact would occur.

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

Less than Significant with Mitigation Incorporated: The Project site is currently developed and includes ornamental trees and landscaping that could provide temporary nesting habitat for migratory birds protected under the Migratory Bird Treaty Act (MBTA). These trees will be removed during Project demolition. Although the site is not part of a designated wildlife corridor or known nursery site, potential disturbance to nesting birds could occur. To avoid violations of the MBTA and reduce impacts, Mitigation Measure **BIO-1** will be implemented, requiring nesting bird surveys and appropriate avoidance measures during the breeding season. With this mitigation, impacts to migratory species and potential habitat will be reduced to less than significant levels.

- 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.



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Mitigation Measures

IV. (d)

BIO-1: Pre-Construction Nesting Bird Survey

If it is not feasible to avoid the nesting bird season (February 1st through August 31st), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project Site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the California Fish and Game Code (CFG), the nesting bird survey shall occur no earlier than 10 days prior to the commencement of construction.

In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

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 Workman and Temple Family Homestead Museum, located at 15415 Don Julian, is registered with the National Register of Historic Places, and is located approximately 1.3 miles southeast of the Project site within the City’s jurisdiction. 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.

The Project involves an annexation of one parcel (APN: 8206-027-080) located in Avocado Heights in unincorporated County of Los Angeles into the City of Industry, a General Plan Amendment to Employment, and a ZC to Industrial (M), which together would allow redevelopment with a 140,720-square-foot industrial building. Although the annexation and ZC are administrative, they enable ground-disturbing redevelopment, which is the basis for cultural resources review. The site is already developed and heavily disturbed, with no recorded historical, archaeological, or tribal cultural resources and no buildings or features with historical significance. Given the disturbed condition, the likelihood of encountering intact subsurface resources is low; however, standard inadvertent-discovery procedures are required to address



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any unanticipated finds. With the incorporation of the mitigation measures stated below, cultural resources 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: Section 15064.5 of the CEQA Guidelines defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- ii) Is associated with the lives of persons important in our past.
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is a fully developed industrial site and thus does not meet the criteria for listing historical resources. Furthermore, the Project site is not within the immediate vicinity of a historical resource as defined in CEQA Guidelines §15064.5, and thus would not impact any historical resource and no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated: Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project construction would require grading activities and the demolition of the existing buildings and 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 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?



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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 likelihood of encountering human remains during Project development is unlikely. 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

V. (b, c)

CUL-1: Inadvertent Archaeological 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.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- 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.
- Will Serve Documents (Appendix I).

Findings of Fact: The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning designation. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

The Project site, like the rest of California, is subject to the state's energy policies, which aim to reduce the consumption of non-renewable resources and promote energy efficiency. Key energy resources potentially impacted by the Project include electricity, natural gas, and petroleum-based fuels. These energy resources are essential in the construction and operation of the Project, and



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their usage and consumption have been evaluated to ensure that the Project does not result in wasteful or inefficient consumption.

Electricity

Electricity is a man-made resource produced by converting various energy sources, including fossil fuels, solar, geothermal, and wind power, into usable energy. The delivery of electricity is managed by utility companies, such as Southern California Edison (SCE), which operates a system of transmission lines, substations, and transformers to deliver electricity to end users. The Project has received a will-serve letter from SCE and will be supplied with electricity by SCE, meeting the Project's energy needs during both construction and operation.

Natural Gas

Natural gas is primarily used for space heating, cooking, hot water, and industrial processes. While California imports natural gas, it has a highly developed network of pipelines for distribution. Southern California Gas Company (SoCalGas) provided a will serve letter for the Project, and will continue to provide service at the site. Natural gas would be utilized for heating, hot water, and HVAC systems, contributing to the Project's operational energy consumption.

Petroleum-Based Fuels

Petroleum-based fuels, such as diesel and gasoline, are primarily used in the transportation sector. While the state is actively working to reduce reliance on petroleum, this energy resource remains significant, particularly for the transportation and construction phases of the Project. Construction activities will rely on petroleum-based fuels for off-road equipment, worker vehicles, and haul trucks for material delivery and waste removal.

Discussion of Impacts

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

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

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



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3. Energy is 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) will provide temporary electric power for as-necessary lighting and electronic equipment. The electricity used for such activities is temporary and is substantially less than that required for Project operation and has 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.



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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.

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 will 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 CAL Green, 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 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 consist 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.



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



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	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- California Department of Conservation (CDC). California Earthquake Hazards Zone Application (EQ Zapp). 2021.
- Geotechnical Due Diligence Exploration Proposed Industrial Warehouse Development, 110 South 6th Avenue City of Industry, Los Angeles County, California. Leighton Consulting, Inc. August 27, 2024. (Appendix B)

Findings of Fact: The analysis in this section is based on the Geotechnical Due Diligence Exploration Report (Geotechnical Report) prepared by Leighton Consulting, Inc., dated August 27, 2024 (Appendix B). The Geotechnical Report was peer-reviewed by Terracon Consultants Inc. (Appendix C). Recommendations from the peer review will be incorporated into the final Geotechnical Report as a condition of project approval and prior to the issuance of grading permits.

The Project involves an annexation of one parcel (APN: 8206-027-080) located in Avocado Heights in unincorporated County of Los Angeles into the City of Industry, a General Plan Amendment to an Employment designation, and a ZC to Industrial (M), enabling redevelopment with a 140,720-square-foot industrial building. Although the annexation and ZC are administrative, they allow construction activities that could be influenced by the site's geologic and soil conditions. The site is largely flat and previously disturbed, with no mapped active faults, landslide zones, or expansive soils. Adherence to standard engineering practices, including site-specific grading, compaction, erosion control, and compliance with the California Building Code, would minimize geologic and soil-related risks. Therefore, potential impacts from geology and soils associated with the Project would be less than significant.

Faulting and Seismicity

The Project site, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto, and Elsinore fault zones. Annually, these fault systems produce approximately 5 to 35 millimeters of slip between the plates.

The Project site is not included within any Earthquake Fault Zones as established by the Alquist-Priolo Earthquake Fault Zoning Act. Review of geologic literature pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The closest known active fault to the Project site is the Whittier fault, which has been mapped approximately 3.4 miles southwest of the site.



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Surface Fault Rupture and Ground Shaking

Due to the distance between the Project site and the nearest known active fault, the potential for fault rupture at the site is considered low, and the potential for future ground shaking at the site appears no greater than that at many other sites in southern California (Appendix B).

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.

The Project site is located within a liquefaction hazard zone as mapped by the State of California (Appendix B). Based on the Geotechnical Due Diligence Exploration prepared by Leighton Consulting, dated August 27, 2024, the potential for surface manifestations of liquefaction exists at the site (Appendix B).

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. Based on Leighton's analysis, seismic settlement at the site is estimated at approximately 6.1 inches which is considered moderate; however, with the over excavation recommendations provided later in the report, the maximum estimated settlement is reduced to about 5.7 inches. (Appendix B).

Lateral Spreading

Seismically induced lateral spreading involves movement of earth materials due to earth shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area.

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.



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Less than Significant Impact: The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, as designated by the State Geologist. A geotechnical review confirms that there are no known active or potentially active faults on or immediately adjacent to the site. The nearest mapped fault is the Whittier Fault, located approximately 3.4 miles southwest of the Project site. While the site is not at risk of surface fault rupture, it remains susceptible to ground shaking typical of the seismically active Southern California region. The proposed development will comply with the seismic design provisions of the 2022 California Building Code (CBC), including Section 1808.6.2, which addresses structural safety in seismically active areas. Therefore, the potential for impacts related to fault rupture is considered 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 with Mitigation Incorporated: Liquefaction occurs when saturated, loose, granular soils lose strength during strong ground shaking, typically within the upper 50 feet below ground surface (Bgs). The Project site was evaluated through multiple phases of geotechnical investigation, including a total of eighteen hollow-stem auger borings drilled between September 2022 and April 2023, to depths ranging from 10 to 51.5 feet Bgs. Standard Penetration Tests (SPTs) and sampling were conducted throughout to characterize subsurface conditions.

The liquefaction analysis determined that while some liquefiable soils may be present onsite, the risk can be mitigated through engineering design. Specifically, it is feasible to support the proposed structures on shallow foundations placed atop a layer of newly compacted structural fill over liquefiable soils, as detailed in Mitigation Measure **GEO-1**. The Project's structural engineer will confirm that the anticipated seismic settlements are within acceptable limits, and the foundation design will meet the requirements of Section 1808.6 of the 2022 California Building Code (CBC). With implementation of Mitigation Measure **GEO-1**, the potential for seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

- 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.



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

No Impact: The Applicant proposes to demolish the existing onsite buildings and construct one (1) new industrial building totaling approximately 140,720 square feet. During construction, erosion control measures will be implemented consistent with the 2022 California Building Code (CBC), which requires that the faces of all cut and fill slopes be prepared and maintained to control erosion. Additionally, the Project will be subject to National Pollutant Discharge Elimination System (NPDES) requirements, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will identify and incorporate Best Management Practices (BMPs) to minimize soil erosion, sedimentation, and loss of topsoil during construction activities.

Following construction, the site will be fully developed with impervious surfaces and landscaping, and no exposed soils will remain. The Project will also comply with all applicable City ordinances and standards related to erosion and stormwater management. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated: Based on the geotechnical investigation conducted by Leighton (Appendix B), the Project site is underlain by artificial fill over native Quaternary alluvial fan and valley deposits. The artificial fill consists of loose to medium dense clayey sand and silty materials encountered at depths of approximately 4 to 7 feet below ground surface (Bgs) and is considered undocumented due to the lack of construction records. Native soils generally consist of loose to dense granular materials and stiff sandy clay with low expansion potential and variable in-situ moisture content.

Subsurface exploration and laboratory testing identified moderately compressible soils with a 1.1% collapse potential when wetted, indicating a potential for minor settlement under increased loads. However, standard penetration test (SPT) results indicate that the onsite granular soils are generally dense, reducing the likelihood of collapse or significant settlement. Potentially liquefiable layers were identified between 40 and 50 feet Bgs, primarily consisting of silty sands. However, these deeper layers are overlain by substantial non-liquefiable soils, and the empirical assessment suggests a low likelihood of surface expression or structural damage from liquefaction.

To address these geotechnical impacts, Mitigation Measure **GEO-1** requires implementation of remedial grading including over-excavation and placement of compacted structural fill, field verification of subsurface conditions, and geotechnical observation and testing throughout site preparation. These procedures would mitigate risks associated with soil collapse, liquefaction, or settlement. Additionally, soils were found to be highly corrosive to ductile iron and other ferrous metals, and the use of non-ferrous piping materials or protective measures such as dielectric wrap or sleeves will be implemented under Mitigation Measure **GEO-1**.



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The Project will comply with applicable provisions of the California Building Code (CBC) and other relevant regulations that ensure structural design accounts for potential soil and geologic hazards. With incorporation of mitigation and standard regulatory compliance, the Project would not be located on or create unstable geologic units or soils that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be 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: Expansive soils, which swell when wet and shrink when dry, can cause damage to structures such as foundations and slabs-on-grade if not properly addressed. These impacts are typically associated with soils containing high clay content. However, based on subsurface borings and laboratory testing conducted by Leighton (Appendix B), the onsite soils—composed of silty sand (SM), clayey sand (SC), poorly graded sand (SP), and sandy clay (CL)—are anticipated to have low expansion potential.

Additionally, although undocumented artificial fill was encountered onsite to depths of up to seven feet, it does not exhibit expansive properties. This fill will be removed or reconditioned as part of standard grading and earthwork procedures. Given these findings and the Project's required compliance with applicable provisions of the California Building Code (CBC), the presence of expansive soils does not present a substantial risk. Therefore, impacts would be less than significant, and no mitigation is required.

- 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 does not include a septic tank and would connect to the existing sewer line in Valley Boulevard. No impact would occur.

- 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 developments, the discovery of paleontological resources is unlikely. Implementation of the Project is not anticipated to destroy a unique paleontological resource or site directly or indirectly; nonetheless Mitigation Measure **GEO-2** 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 ensure that any impact is reduced to a less than significant impact with mitigation incorporated into the Project.



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Mitigation Measures

VII. (a (iii), c)

GEO-1: General Earthwork and Grading

The Project shall incorporate applicable recommendations provided in the Geotechnical Due Diligence Exploration Report prepared by Leighton Consulting, Inc. dated August 27, 2024 (Appendix B). The recommendations are presented in Section 3.0 Conclusions and Recommendations of the report under the following subheadings: General Earthwork and Grading, Site Preparation, Removal of Undocumented Artificial Fill, Over excavation and Recompanction, Mitigation of Potential Seismic Settlement, Fill Placement and Compaction, Import Fill Soil, Shrinkage and Subsidence, Rippability and Oversized Material, Shallow Foundation Recommendations, Minimum Embedment and Width, Allowable Bearing, Lateral Load Resistance, Increase in Bearing and Friction - Short Duration Loads, Settlement Estimates, Recommendations for Slabs-On-Grade, Seismic Design Parameters, Retaining Walls, Preliminary Pavement Design, Infiltration Recommendations, Temporary Excavations, Trench Backfill, Geogrid Installation, Surface Drainage, Sulfate Attack and Corrosion Protection, Additional Geotechnical Services (pages 16-34).

VII. (f)

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.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- 6th Street Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. December 24, 2025. (Appendix A)

Findings of Fact: The City has not adopted its own GHG significance threshold and therefore relies on the South Coast Air Quality Management District’s (SCAQMD) interim threshold of 3,000 MTCO₂e per year for residential and commercial projects. This threshold is based on a 90 percent emissions “capture” rate, which targets larger GHG-emitting projects for detailed analysis, while excluding smaller projects that contribute minimally to statewide emissions.

This approach, supported by the California Air Pollution Control Officers Association (CAPCOA) and CEQA Guidelines Section 15064.7(c), ensures compliance with CEQA by using a threshold grounded in substantial evidence and accepted expert recommendations. Accordingly, the Project’s GHG emissions are evaluated against this 3,000 MTCO₂e/year threshold to determine potential significance.

The proposed Project includes the annexation of one parcel, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning district. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this



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section reflect the maximum anticipated environmental effects associated with the proposed Project.

A Greenhouse Gas Analysis prepared by Urban Crossroads (Appendix A) estimates both construction and operational GHG emissions associated with the Project. Construction emissions are amortized over a 30-year Project lifespan, in accordance with SCAQMD recommendations. The Project would generate an estimated 1,418.23 MTCO₂e per year, which is below the SCAQMD threshold of 3,000 MTCO₂e per year. Therefore, based on substantial evidence, the Project would result in a less than significant impact related to greenhouse gas emissions.

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: The Air Quality and Greenhouse Gas Analysis prepared by Urban Crossroads (Appendix A), 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 sources, area source, energy source, water supply and treatment, waste, and on-site equipment. As shown in Table 8-1, the Project would generate 1,418.23 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 MTCO₂e per year. Therefore, since the Project will not exceed the threshold of significance, the Project does not have the potential to result in a cumulatively considerable impact with respect to GHG emissions and a less than significant impact would occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (lbs/day)				
	CO ₂ T	CH ₄	N ₂ O	R	Total CO ₂ e
Annual construction emissions amortized over 30 years	21.08	9.20E-04	1.40E-03	1.18E-02	21.54
Mobile	1,004.93	0.04	0.13	1.19	1,045.78
Area	2.85	0.00	0.00	0.00	2.86
Energy	148.88	0.01	0.00	0.00	149.54
Water	56.56	1.06	0.03	0.00	90.73
Waste	11.80	1.18	0.00	0.00	41.29
Stationary	19.04	0.00	0.00	0.00	19.10
Cargo Handling Equipment	0.00	0.00	0.00	0.00	47.38
Total CO₂e (All Sources)	1,418.23				



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The estimated GHG emissions from the existing buildings are summarized in Table 13. Detailed operation model outputs for the existing buildings are presented in Appendix 2 of the Air Quality and Greenhouse Gas Assessment (Appendix A).

Table 8-2 Existing Building GHG Emissions

Source	Emissions (lbs/day)				
	CO ₂ T	CH ₄	N ₂ O	R	Total CO ₂ e
Mobile	1,481.63	0.06	0.19	1.99	1,542.04
Area	4.05	0.00	0.00	0.00	4.06
Energy	395.96	0.03	0.00	0.00	397.38
Water	79.19	1.51	0.04	0.00	127.62
Waste	16.73	1.67	0.00	0.00	58.54
Total CO₂e (All Sources)	2,129.64				

Table 8-3 shows the Project is anticipated to generate less GHG emissions per day for as compared to emissions generated by the existing buildings. The Project would result in approximately a net decrease of 711.41 MTCO₂e/yr; the proposed Project would not exceed the SCAQMD’s numeric threshold of 3,000 MTCO₂e/yr. Thus, the Project would result in a less than significant impact with respect to GHG emissions.

Table 8-3 Project Net New GHG Emissions

Source	Total CO ₂ e
Proposed Project	1,418.23
Existing Buildings	2,129.64
Net Emissions (Proposed-Existing)	-711.41

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

Less than Significant Impact: Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. Finally, the Project site consists of two parcels: one currently within the City of Industry and one located in unincorporated County of Los Angeles. The County parcel (APN 8206-027-080) is



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proposed for annexation into the City, along with a General Plan Amendment and Zone Change to apply the City's Employment land use designation and Industrial (M) zoning district. The GHG analysis evaluates the Project as a whole based on the land use designations and development standards under the City of Industry, reflecting the buildout scenario post-annexation. Therefore, the Project is consistent with the proposed general plan land use designation of Employment, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region. Thus, a less than significant impact related to GHG emissions from Project construction and operation would occur and no mitigation is required.



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	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET
- Phase I Environmental Site Assessment & Limited Phase II Subsurface Investigation Report. Hillmann Consulting LLC. September 18, 2024. (Appendix C)
- Hazardous Materials Survey Report Valley Centre Business Park. Partner Engineering and Science, Inc. July 26, 2024. (Appendix D)
- County of Los Angeles Operational Area Emergency Operations Plan
- Fire Hazard Severity Zones in State Responsibility Area

Findings of Fact: The analysis in this section is based on the Phase I Environmental Site Assessment (ESA) prepared by Hillman Consulting LLC, dated September 18, 2024, the Limited Phase II Subsurface Investigation Report prepared by Hillman Consulting, dated June 1, 2023 (Appendix D), and the Hazardous Materials Survey Report prepared by Partner Engineering and Science, dated July 26, 2024 (Appendix F). The Phase I ESA and Phase II Report were peer-reviewed by Terracon Consultants (Appendix E), and the Hazardous Materials Survey Report was also peer-reviewed by Terracon (Appendix G). As part of the peer review process, Terracon recommended that a supplemental asbestos and lead-based paint survey be conducted. This recommendation will be incorporated as a condition of Project approval and will be completed prior to the issuance of grading permits.

The Project involves the annexation of one parcel (APN: 8206-027-080) located in Avocado Heights, in unincorporated County of Los Angeles, into the City of Industry, a General Plan Amendment to Employment, and a ZC to Industrial (M), allowing redevelopment with a 140,720-square-foot industrial building. While the annexation and ZC are administrative, they enable construction and future operations that could involve hazardous materials. The site is currently developed, and no known hazardous materials releases, underground storage tanks, or other contamination have been documented on-site. Standard construction and operational practices—including proper handling, storage, and disposal of hazardous materials, adherence to OSHA regulations, and implementation of a spill prevention plan—would prevent or minimize potential risks. With the mitigation measures stated below, hazards and hazardous materials impacts associated with the Project would be less than significant.

The Phase I ESA was conducted in accordance with ASTM Practice E1527-21, to evaluate whether any recognized environmental conditions (RECs) are present on the Project site. RECs are defined as the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate a release, past release, or material threat of a release into structures, soil, groundwater, or surface water. The Phase I ESA identified one controlled REC (CREC) associated with the historical light industrial use of the property, and was further analyzed in a Limited Phase II Subsurface Investigation to assess potential impacts from past operations such as printing, light manufacturing, machine servicing, and oil supply activities.

Additionally, the Project site lies within the Puente Valley/San Gabriel Valley Area 4 Superfund site, a USEPA-designated operable unit (OU) within a regional groundwater contamination plume. Contaminants of concern in this OU include volatile organic compounds (VOCs) such as



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trichloroethene (TCE), tetrachloroethene (PCE), 1,4-dioxane, perchlorate, and hexavalent chromium. Monitoring wells near the Project site (MW-13 and MW-14) show VOC concentrations below maximum contaminant levels, and the groundwater table is located at approximately 50 to 60 feet below grade. No evidence suggests that the Project site has contributed to this regional contamination. Ongoing remediation efforts are being overseen by the USEPA.

The Hazardous Materials Survey identified the presence of suspect asbestos-containing materials (ACMs), lead-based paint (LBP), and universal waste in the buildings proposed for demolition. These findings are consistent with structures of this age and use, and further asbestos and lead surveys will be required as a condition of approval.

Historically, the site was used for agricultural purposes until 1964, but the potential for pesticide contamination in shallow soils is considered low due to grading and redevelopment since that time. Thus, agricultural use is not considered a REC. However, the adjoining property at 14505 Proctor Avenue—approximately 700 feet southeast of the Project site—is identified as a REC. This former tank farm facility had a release of petroleum and VOCs, followed by vapor extraction remediation. A Land Use Covenant was recorded in 2012, and the case was closed by the RWQCB. While remediation has been completed, due to its proximity and the potential for vapor intrusion in the southeastern portion of the Project site, this off-site source is considered a REC in connection with the Project.

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: Demolition and construction activities associated with the Project would involve the temporary use and storage of hazardous materials such as fuels, lubricants, solvents, cleaners, and paints. These materials would be used in accordance with applicable federal, state, and local regulations including those administered by the Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency (EPA), U.S. Department of Transportation (USDOT), and the Occupational Safety and Health Administration (OSHA). Compliance with these regulations would ensure that hazardous materials are handled and disposed of properly to minimize public or environmental risk.

The Hazardous Materials Survey Report identified asbestos-containing materials (ACMs), lead-based paint (LBP), and universal waste (including fluorescent lightbulbs, ballasts, mercury switches, solvents, and gas cylinders) within the buildings proposed for demolition. Without proper handling, these materials could pose a risk during demolition. However, implementation of Mitigation Measures **HAZ-1** and **HAZ-2** will ensure the safe removal and disposal of these materials by certified professionals in accordance with applicable regulations, resulting in less than significant impacts.

Operation of the Project (a new industrial building) is not anticipated to result in routine transport or use of hazardous materials beyond common commercial and janitorial products. Any future tenants would be required to comply with hazardous applicable materials regulations. Therefore, impacts would be less than significant with mitigation incorporated.



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- 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: The Phase I ESA identified one on-site Controlled Recognized Environmental Condition (CREC) associated with past light industrial uses. A Limited Phase II Investigation found no substantial soil or groundwater contamination resulting from past operations. In addition, the Project site is within the Puente Valley/San Gabriel Valley Area 4 Superfund site; however, groundwater contamination is located approximately 50–60 feet below grade, and monitoring wells (MW-13 and MW-14) show VOC concentrations below maximum contaminant levels. An off-site REC—14505 Proctor Avenue—is a former tank farm with a history of petroleum and VOC releases. Though this site is now closed and under a Land Use Covenant, the southeastern portion of the Project site may still be affected by vapor intrusion risks. Therefore, Mitigation Measure **HAZ-3** will be implemented to require the preparation of a Soil Management Plan (SMP) and, if warranted, a Vapor Intrusion Mitigation Plan (VIMP) prior to ground disturbance.

Routine operations are not expected to result in significant hazardous material use or risk of accidental release. Any minor use or storage would be subject to OSHA and local Fire Department regulations. With adherence to applicable regulations and safety protocols, impacts would be less than significant with mitigation incorporated.

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

Less than Significant Impact: The nearest school (Nelson Elementary School) is approximately 0.6 miles from the Project site. No schools are located within 0.25 miles. As such, the Project is not expected to emit hazardous emissions or handle acutely hazardous materials near a school. Compliance with applicable health and safety regulations further ensures impacts would be less than significant.

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

Less than Significant Impact: A review of the Cortese List (Government Code Section 65962.5) databases conducted as part of the Phase I ESA concluded that the Project site is not identified on any listed hazardous materials site. Although the site lies within the Puente Valley/San Gabriel Valley Area 4 Superfund operable unit due to regional groundwater contamination, the Project site itself is not known to have contributed to the contamination. EPA oversight and groundwater monitoring data from nearby wells indicate VOC levels are below maximum contaminant levels (MCLs), and the groundwater is approximately 50–60 feet below ground surface. Therefore, no significant hazard to the public or environment 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?



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Less than Significant Impact: The Project is not located within an airport land use plan or within two miles of a public airport. The nearest airport, San Gabriel Valley Airport, is approximately 4.6 miles northwest of the site. The closest heliport is the LA County Sheriff's Department Heliport located approximately 1.3 miles south of the Project site; however, this is a restricted-use facility that serves emergency and law enforcement operations and is not considered a public use airport. As such, the Project is not subject to safety zones or compatibility policies under an adopted airport land use plan, nor is it within an area of potential excessive aircraft noise exposure. No impacts associated with airport-related safety hazards or excessive noise are anticipated.

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

No Impact: The Project is located within the jurisdiction of the Los Angeles County Operational Area Emergency Response Plan (OAERP), which coordinates emergency response efforts across all cities and unincorporated areas within the County. The OAERP outlines roles, responsibilities, and procedures for effective response to natural and human-made disasters. The Project would not interfere with any adopted emergency response or evacuation plans. The site is accessible via existing roadways, and Project design will comply with local access standards for emergency vehicles. The Project does not propose any changes to regional circulation or infrastructure that would block or hinder evacuation routes or emergency vehicle access. Therefore, implementation of the Project would not impair emergency response or evacuation, and no impact would occur.

- 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: The Project site is not located in or near a Very High Fire Hazard Severity Zone. The nearest such area is located approximately 1.1 miles southwest. The Project is located in an urbanized area and is not adjacent to wildlands. Therefore, the risk from wildland fires is considered less than significant.

Mitigation Measures

IX. (a & b)

HAZ-1: Hazardous Materials Abatement and Disposal

The Project Applicant shall ensure that all ACMs and LBP identified in the Hazardous Materials Survey Report (Appendix D) are handled and disposed of in accordance with all applicable federal, state, and local regulations, including but not limited to:

- EPA NESHAP regulations (40 CFR 61, Subpart M),
- OSHA standards for asbestos (29 CFR 1910.1001 and 1926.1101),
- OSHA standards for lead (29 CFR 1926.62), and
- SCAQMD Rule 1403.



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All ACMs shall be removed by a certified asbestos abatement contractor prior to demolition. Additional inspections shall be conducted once the buildings are vacated. Any additional suspect materials exposed during demolition shall be tested and properly managed. LBP impacts shall be managed with protective measures including engineering controls, respiratory protection, and personal protective equipment.

HAZ-2: Universal Waste

Prior to demolition, the Project Applicant shall ensure the proper removal, recycling, or disposal of all universal waste materials identified in the Hazardous Materials Survey (Appendix D), including fluorescent lightbulbs, ballasts, HVAC equipment, gas cylinders, solvents, and electronics. A licensed hazardous waste hauler shall be retained to ensure proper handling and disposal in compliance with DTSC regulations.

IX. (c)

HAZ-3: Preparation and Implementation of Soil Management Plan (SMP)

Prior to any ground-disturbing activities associated with future development, the Project Applicant shall retain a qualified environmental professional to prepare a Soil Management Plan (SMP) to address potential hazardous materials, including residual volatile organic compounds (VOCs) in soil gas, per- and polyfluoroalkyl substances (PFAS) in soil, and hydrocarbon-impacted soil identified along the eastern portion of the site. Due to the potential for vapor intrusion from off-site sources, the SMP shall include an evaluation of vapor intrusion risk by a qualified environmental professional. If vapor intrusion is determined to be a concern based on applicable screening levels and site conditions, a Vapor Intrusion Mitigation Plan (VIMP) shall be prepared and implemented. The VIMP shall identify appropriate design features or controls (e.g., vapor barriers or sub-slab depressurization systems) to protect future occupants from potential vapor intrusion. The evaluation and, if warranted, the VIMP shall be submitted to the City for review and approval prior to issuance of grading permits, and all applicable measures shall be implemented during site development.

The SMP shall outline procedures for the proper characterization, handling, storage, and disposal of contaminated soil during earthwork activities. The SMP shall include worker health and safety protocols, soil stockpiling and segregation guidelines, contingency measures for unknown contamination, and regulatory notification procedures, as applicable. The SMP (and VIMP, if applicable) shall be submitted to the City for review and approval prior to issuance of grading permits, and all provisions of the approved SMP shall be implemented during site development.



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	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:



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- City of Industry 2014 General Plan (adopted June 12, 2014)
- Department of Homeland Security. FEMA Flood Map Service Center. December 2021.
- San Gabriel Valley Water Company, 2020 Urban Water Management Plan Suburban Water Systems (UWMP). June 2021.
- Phase I Environmental Site Assessment & Limited Phase II Subsurface Investigation Report. Hillmann Consulting LLC. September 18, 2024. (Appendix C)
- WQMP Report for Valley Center, David Evans and Associates, Inc. July 2025. (Appendix E)
- Hydrology Report for Valley Center, David Evans and Associates, Inc. July 2025. (Appendix F)

Findings of Fact: To evaluate potential impacts related to hydrology and water quality, the following technical studies were prepared for the Project: Water Quality Management Plan (WQMP) prepared by David Evans and Associates, Inc., dated July 2025 (Appendix E); Hydrology Report prepared by David Evans and Associates, Inc., dated July 2025 (Appendix F). These reports provide site-specific analysis of surface water hydrology, stormwater runoff, drainage infrastructure, and compliance with regional water quality requirements. Recommendations identified in the peer review documents have been incorporated into this section as mitigation measures to ensure all hydrology and water quality-related impacts remain less than significant.

The Project involves the annexation of one parcel (APN: 8206-027-080) located in Avocado Heights, in unincorporated County of Los Angeles, into the City of Industry, a General Plan Amendment to Employment, and a ZC to Industrial (M), enabling redevelopment with a 140,720-square-foot industrial building. Although the annexation and ZC are administrative, they facilitate construction and operation that could affect hydrology and water quality. The site is currently developed and mostly impervious, draining to existing stormwater systems. Construction would be managed through implementation of standard Best Management Practices (BMPs) for erosion and sediment control, and post-construction runoff would be addressed in accordance with municipal stormwater requirements. With the mitigation measures as stated below, potential impacts on hydrology and water quality would be less than significant.

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.

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 located within the Puddingstone Dam Inundation Area.



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Water Quality

A WQMP was prepared by David Evans & Associates, Inc. in July 2025 (Appendix E). A Low Impact Development (LID) Plan is incorporated as a required component of the WQMP, consistent with the Los Angeles County MS4 Permit requirements. The LID plan complies with the standard Best Management Practice (BMP) requirements set forth by the Los Angeles Regional Water Quality Control Board. Additionally, the LID plan sets forth Source Control BMPs, non-structural BMPs, structural BMPs, and inspection/maintenance responsibilities for the Project.

Groundwater

The Project site is located within the Puente Valley Operable Unit of the San Gabriel Valley (Area 4) Superfund Site, a region with documented VOC contamination in the deep regional aquifer. However, site-specific investigations, including a Phase I ESA and Limited Phase II, found no evidence of groundwater impacts from past uses at the Project site. Given the depth of the groundwater table and the absence of site-related releases, the Project would not impact groundwater quality.

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: The Project is considered a redevelopment project that would alter more than 50 percent of the existing impervious surface area and replace over 5,000 square feet of impervious surface on a previously developed site. Although the Project qualifies as redevelopment under the MS4 Permit, it remains subject to post-construction stormwater quality requirements.

A WQMP and Hydrology Report were prepared by David Evans and Associates, Inc. in July 2025 (Appendices E and F). are incorporated into the LID Plan and Mitigation Measures **HYD-1** through **HYD-3** as set forth below.

The WQMP includes the implementation of Source Control, Non-Structural, and Structural Best Management Practices (BMPs), including infiltration via two underground corrugated metal pipe (CMP) chambers designed to retain the 85th percentile stormwater event. The Project will also include pretreatment devices certified under the Washington State Department of Ecology TAPE Program. Although California does not have an equivalent certification program, the TAPE Program is recognized in the MS4 Permit as an acceptable standard for evaluating the performance of flow-based treatment BMPs, and its use ensures that the selected devices meet rigorous pollutant removal criteria. The Project will conform to the following permits and regulatory requirements:

- MS4 Permit Compliance (Order No. R4-2021-0105, NPDES Permit No. CAS004004): Applicant shall prepare and submit a complete LID Plan for City review and approval prior to issuance of grading permits.
- Construction General Permit (CGP): Applicant shall prepare a Stormwater Pollution



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Prevention Plan (SWPPP) and obtain coverage under the CGP prior to the start of construction.

- Industrial General Permit (IGP): Applicant shall obtain coverage under the IGP for long-term operational stormwater discharge control.

The implementation of these regulatory controls and mitigation measures will ensure that impacts to water quality will be reduced to a less-than-significant level.

- 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 is located within the service area of San Gabriel Valley Water Company, which relies on the Main San Gabriel and Central Groundwater Basins, supplemented by imported water and emergency interconnections. According to the 2020 Urban Water Management Plan, the water provider has adequate supply to meet demand through at least 2045, including during drought periods.

The redevelopment would reduce the total building footprint from 199,840 square feet to 140,720 square feet, and incorporate LID features that allow for on-site stormwater infiltration, supporting natural groundwater recharge. Given the site's current fully developed condition, the Project is not anticipated to adversely affect groundwater resources or aquifer levels and 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;
 - ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or
 - iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
 - iv) Impede or redirect flows?

Less than Significant Impact: The following analysis addresses checklist items X.c) i-iv. The Project site is currently developed and lacks natural streams or water courses. Demolition and redevelopment would not introduce substantial changes to surface hydrology. The new layout would reduce the overall building footprint and incorporate subsurface infiltration chambers (Basins A and B) designed to manage and infiltrate the 85th percentile storm onsite. Overflow from larger events such as the 50-year storm would be directed to existing City drainage infrastructure, consistent with City design standards.

Drainage calculations, grading design, and stormwater conveyance infrastructure were reviewed in the Hydrology Report and WQMP. These studies concluded that the proposed project would not generate flow rates exceeding pre-development conditions



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and would not overload off-site systems. Additionally, temporary erosion control BMPs will be implemented during construction as part of the SWPPP to avoid sedimentation and erosion impacts. Impacts would be less than significant.

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

Less than Significant Impact: According to FEMA Flood Maps and the City's General Plan (Figure 15), the site lies in Zone X, indicating an area outside the 100- and 500-year flood zones. While it lies within the Puddingstone Dam Inundation Area, the dam is a regulated and monitored facility. The site is not near any large water bodies that would result in tsunami or seiche risks. Additionally, the Project includes robust drainage infrastructure and spill containment features that prevent pollutant release due to inundation. A less than significant impact would occur.

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

Less than Significant Impact: The Project complies with the Los Angeles County MS4 NPDES Permit, the Sustainable Groundwater Management Act, and applicable provisions of the San Gabriel Basin Water Quality Authority. The WQMP and LID Plan include BMPs to maximize stormwater retention, infiltration, and pollution control. Additionally, the Project would maintain consistency with the adopted General Plan and Regional Water Quality Control Board objectives. Therefore, no conflicts with water quality or groundwater management plans would occur, and impacts would be less than significant.

Mitigation Measures

X. (a)

HYD-1: WQMP and Hydrology Report Compliance

Prior to grading permit issuance, the Applicant shall update the Water Quality Management Plan (WQMP) (Appendix E) and Hydrology Report (Appendix F). The Applicant shall then submit a complete and revised Low Impact Development (LID) Plan, WQMP, and Hydrology Report in compliance with the Los Angeles County MS4 NPDES Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004) to the City of Industry for review and approval.

HYD-2: SWPPP Preparation and Construction General Permit Coverage

The Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain coverage under the Construction General Permit (CGP) from the State Water Resources Control Board prior to commencement of construction activities.

HYD-3: Industrial General Permit Compliance for Project Operations

The Applicant shall obtain coverage under the Industrial General Permit (IGP) for long-term operations and comply with all monitoring and reporting requirements.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Findings of Fact: The proposed Project includes the demolition of six (6) existing industrial buildings totaling approximately 199,840 square feet and the construction of a new 140,720-square-foot industrial building on two parcels (APNs 8206-027-058 and 8206-027-080). The western parcel (APN 8206-027-058) is located within the City of Industry and designated as Employment in the City’s General Plan, with a zoning designation of Industrial (M). The eastern parcel (APN 8206-027-080), located in unincorporated County of Los Angeles (Avocado Heights), is currently designated Light Industrial (IL) and zoned Restricted Heavy Manufacturing (M-1.5) under the County’s General Plan and zoning code.

As part of the proposed Project, APN 8206-027-080 will be annexed into the City of Industry, and a General Plan Amendment and Zone Change will be processed to apply the City’s Employment land use designation and Industrial (M) zoning. Upon approval of these entitlements and annexation by the Local Agency Formation Commission (LAFCO), the Project will be fully consistent with the applicable local land use plans and zoning regulations. The proposed industrial use is compatible with the existing industrial development pattern of the area and supports the City’s economic development goals.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning district. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not



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speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

Therefore, the Project will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Discussion of Impacts

Would the project:

- a) Physically divide an established community?

No Impact: The Project site is currently developed with buildings used for storage, commercial, warehousing and parts assembly purposes. 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 includes a General Plan Amendment, Zone Change, and annexation to bring the site into consistency with the City's land use planning framework. Upon approval of these actions, the Project will be consistent with the City's General Plan land use designation of Employment, and the Industrial (M) zoning designation. As a result, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Project site is located on two parcels one parcel is within the City of Industry on a parcel designated Employment (APN: 8206-027-058) The second parcel, is located in Avocado Heights in the unincorporated County of Los Angeles and is zoned Light Industrial (APN: 8206-027-080) under the City of Industry and Los Angeles County General Plans, respectively. This parcel will require annexation approval through the Local Agency Formation Commission (LAFCO) of the County of Los Angeles. The zoning designations are Industrial (M) and Restricted Heavy Manufacturing (M-1.5). A General Plan Amendment to Employment, and a ZC to Industrial (M), which would allow redevelopment with a 140,720-square-foot industrial building. While the annexation and ZC are administrative, they enable redevelopment that could potentially affect mineral resources. The site is fully developed and urbanized, and there are no known valuable mineral deposits or active mining operations on or near the Project site. Therefore, the Project would not result in the loss of availability of significant mineral resources, and impacts to mineral resources would be less than significant.

According to the California Geological Survey (CGS) and the State Mining and Geology Board, no areas within the City are designated as mineral resource zones. The site is located within the boundaries of Special Report 143 Part 4 and Special Report 202, which were developed under the Surface Mining and Reclamation Act (SMARA) of 1975. These reports provide mineral land classification (MLC) data, but based on available geologic information, the Project site is not identified as containing mineral resources of regional or statewide significance.



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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:** According to the City's General Plan and the Los Angeles County General Plan, the Project site is not designated as an area of known mineral resources. According to the California Geological Survey, the Project site is considered to be an area where geologic information indicates that little likelihood exists for the presence of significant mineral resources. Additionally, there are no resource recovery sites delineated within the City boundaries, Project vicinity or surrounding areas. Therefore, the Proposed project would not result in the loss of availability of locally important mineral resources and no impact would occur.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- U.S. Department of Transportation. Federal Highway Administration. Construction Noise Handbook. Chapter 9.0 “Construction Equipment Noise Levels and Ranges.”
- A-NET. L.A. County’s Airport Land Use Commission Site. County of Los Angeles. [A-NET \(arcgis.com\)](http://arcgis.com)
- Noise Impact Study for Industrial Park Redevelopment in the City of Industry. Yorke Engineering LLC. April 2025. (Appendix G)

Findings of Fact: The City of Industry is characterized by a predominantly industrial land use pattern and is located near major transportation corridors, including State Highways 60 and 57, and the Interstate 605 Freeway. As a result, the City is subject to ongoing ambient noise from industrial activities and regional vehicular traffic. The proposed Project site, located at the northwest corner of Valley Boulevard and S. 6th Avenue, is situated within this existing industrial context.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning district. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed



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Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

A Noise Impact Study was prepared by Yorke Engineering, LLC in April 2025 (Appendix G). According to the Noise Impact Study, the nearest sensitive receptor is a single-family residence approximately 750 feet southwest of the Project site. Additional sensitive residential uses are located in the City of La Puente, approximately 1,200 feet to the northeast. All other adjacent uses are industrial in nature. The Project involves the demolition of six (6) existing industrial buildings and construction of a new 140,720-square-foot industrial building. During construction, temporary noise levels may exceed 80 dBA near equipment, which is typical of heavy construction activity, and may also result in perceptible—but temporary—groundborne vibration. However, these impacts would be short-term and attenuate with distance.

The City's General Plan identifies acceptable noise levels for industrial uses up to 75 CNEL (dBA), with conditional acceptability between 70–80 CNEL. Given the distance of sensitive receptors and the surrounding industrial land uses, the Project is not expected to expose people to noise levels that would exceed applicable standards. Therefore, noise impacts from both construction and long-term operational activities are anticipated to be less than significant with standard construction practices and adherence to local noise regulations.

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: A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the Project site are the land use compatibility criteria in the City's General Plan Safety Element and the numerical construction thresholds in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment as the City of Industry does not have specific noise thresholds in its Municipal Code. .

Construction Related Impacts

The City does not have a specific Municipal Code requirement that restricts general daytime construction hours. However, construction activities must comply with the Los Angeles County Noise Ordinance, which applies within the City. Temporary construction noise would be limited to the County's allowable daytime hours, between 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays, and would permanently cease upon completion of construction. Most construction noise would occur during the demolition, site preparation, grading, building construction,



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trenching, and paving phases when heavy equipment would be operating. During each of the construction phases there would be a different mix of equipment operating, and cumulative noise levels would vary based on the amount of equipment in operation and the location of each activity at the project site. In general, use of off-road equipment and portable equipment would generate noise due to engine mechanicals, engine exhaust, driveline mechanicals, shaft-driven devices and accessories, hydraulics operation, ground friction and displacement, and gravity drops (dumping, unloading). The Project is expected to require up to approximately one year of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases:

1. Demolition
2. Site preparation
3. Grading
4. Building construction
5. Paving
6. Architectural Coating

Table 13-1 shows a comparison of estimated daytime exterior noise impacts for peak Project construction activities at the nearest sensitive receptors located 750 feet southwest of the site. As shown in Table 13-1, the aggregated average construction noise would be below the 80 dBA FTA noise level threshold at nearby noise sensitive receptors. Therefore, temporary impacts on ambient noise levels in excess of applicable standards during construction would be less than significant.

Table 13-1 Estimated Construction Noise Impacts at the Nearest Sensitive Receptor

Construction Phase	Modeled Noise Level (Leq dBA)	Significance Threshold (Leq dBA)	Exceeds Threshold?
Demolition	64	80	No
Site Preparation	61	80	No
Grading	63	80	No
Building Construction	60	80	No
Paving	62	80	No
Architectural Coating	56	80	No

Operation Related Impacts

Project-related noise produced during the operations phase would occur from on-site sources as well as off-site from project related vehicle traffic. On-site noise sources attributable to the Project would affect land uses proximate to the project site whereas project traffic would affect roadways taken to the Project site.

On-Site Project Noise Sources



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Operational noise sources associated with the proposed Project would include, but are not limited to, mechanical equipment (e.g., forklifts, HVAC units), truck loading activities, landscape maintenance equipment, and parking lot activities. All these uses would be subject to noise nuisance regulations discussed in the Noise Impact Study under Chapter 1.30 (Appendix G). Compliance with these noise regulations are required for the Project and surrounding industrial uses.

Forklifts noise levels at 50 feet can vary but typically range from 80 to 100 dBA, depending on type and size. Landscaping equipment can produce noise levels of 65 to 80 dBA at 50 feet. Delivery trucks at loading docks would generate noise levels of approximately 71 dBA and parking lot noise levels typically are about 40 dBA at 50 feet. Operational HVAC noise levels are based on manufacturer sound pressure levels, which range from 25-57 dBA Leq measured at a distance of 50 feet from the source (Appendix G). The seven roof-mounted HVAC units would result in noise levels of 10-42 dBA Leq at the nearest sensitive receptor, which is located approximately 750 feet from the above-mentioned sources. Intervening structures would attenuate the noise levels by 5-20 dB. To be conservative, it was assumed that seven trucks, two forklifts, and one piece of landscaping equipment would be operated onsite at any one time. The combined noise levels from the proposed Project at the nearest sensitive receptor would be approximately 55 dBA, which is below the FTA's noise limit of 60 dBA Leq. As such, noise impacts from on-site stationary sources would be less than significant and no mitigation is required.

Off-Site Traffic Noise

Project-related off-site noise sources (i.e., roadway traffic noise) have the potential to increase noise levels on local roadways proximate to the Project site. The determination of whether traffic related noise impacts would occur is based on whether project-related off-site noise sources (i.e., roadway traffic noise) cause the ambient noise levels proximate to the local roadways to result in an audible increase (3 dBA). Based on the trip generated calculated for the Project, operation of the proposed Project would decrease traffic volume as compared to existing uses. The existing uses generate 322 vehicle trips per day while the proposed Project is estimated to generate a total of 240 vehicle trips per day. The net difference between vehicle trips generated between existing and Project uses is a decrease of 82 trips per day. However, the number of trucks associated with the Project is expected to increase above the existing uses.

To determine the change in noise levels associated with the increase in truck use related to the Project, the FHWA's TNM was used to compare overall vehicle noise between the existing and proposed Project uses. Despite the Project generating less average daily trips, the Project would result in 1 dBA CNEL increase in noise levels as compared to vehicle trips occurring under the existing uses due to the Project's increase in truck trips. Increase in noise of less than 1 dBA is not discernable to human hearing, even under laboratory conditions. A measurement of 3 dBA is considered to be the minimum change that is needed for humans to detect a change in noise levels in outdoor environments. A 3 dBA increase occurs when traffic volumes double or a project increases the percentage of noisy trucks on roadways. As such, the proposed Project would not result in a substantial permanent change in noise levels and would result in less than significant noise impacts related to traffic noise.



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

Less than Significant Impact: Potential vibration generated from the Project would primarily occur from the construction phase when heavy construction equipment is used for demolition and construction activities. During construction activities, the Project would generate minor levels of vibration due to operation of off-road equipment, portable equipment, and vehicles at or near the Project site. Vibration levels for the Project related construction activities assumes that equipment would operate at the closest point on the property to the nearest off-site buildings in each cardinal direction. Because these off-site facilities are industrial buildings, it is assumed that they are engineered concrete and masonry structures with a construction vibration damage criteria of 0.3 PPV. The nearest offsite structures would be exposed to a PPV well below 0.3 in/sec, which is the threshold at which physical damage to engineered buildings may occur. Workers at the nearby industrial uses are not considered to be vibration sensitive so annoyance was assessed at the nearest vibration sensitive residential use. Similarly, the nearest vibration receptor would be exposed to vibration levels well below 0.2 in/sec, which is the annoyance threshold (Appendix G). Therefore, impacts associated with off-site Project-generated traffic noise would be less than significant.

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

No Impact: No private airstrips exist within two miles of the Project vicinity. The nearest airport is San Gabriel Valley Airport, located approximately 4.6 miles to the-northwest of the Project site. The closest heliport is the LA County Sheriff's Department Heliport located approximately 1.3 miles south of the Project site within the City's boundaries. The Project site is not located within 2 miles of any public airport, nor is it located within the boundaries of any airport land use plans. Therefore, the proposed Project would not expose or result in excessive noise for people residing or working in the Project area, and no impact would occur.



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	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Findings of Fact: The Project site is currently developed with six (6) existing buildings used for storage, commercial, warehousing and parts assembly purposes, totaling approximately 199,840 square feet. The Project proposes to replace the existing buildings with one (1) industrial building totaling 140,720 square feet to accommodate one (1) tenant for manufacturing, warehousing/distribution uses. The Project site does not include any housing.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning designation. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated Los Angeles County and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

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)?



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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. Section 1.5.1 of the City's General Plan 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 manufacturing purposes. 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.



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	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 ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Findings of Fact: The City of Industry is served by Los Angeles County Fire Department Battalion 12, with three (3) fire stations located within the City—Stations 43 (Stimson Ave), 87 (2nd Ave), and 118 (Gale Ave)—and additional coverage provided through mutual aid. The nearest station to the Project site is Station 87, approximately 1 mile northwest. Law enforcement services are provided by the Los Angeles County Sheriff’s Department, with the Industry Sheriff’s Station located about 1.3 miles southeast, at 150 N. Hudson Ave.

The Project site is within the Hacienda La Puente Unified School District. Nearby schools include Nelson Elementary (0.6 miles east), Don Julian Elementary (0.6 miles west), Sparks Elementary (0.82 miles northeast), and Wedgeworth Elementary (1 mile east).

The Project involves demolishing approximately 199,840 square feet of industrial buildings and constructing a new 140,720-square-foot industrial building, representing a net reduction in building area and no associated population growth.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning designation. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated Los Angeles County and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a



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range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

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 and surrounding area. The Project involves demolishing approximately 199,840 square feet of existing buildings and constructing a new 140,720-square-foot industrial building—resulting in a net reduction of building area. Furthermore, as the Project does not involve population growth and will comply with current fire code standards, including fire suppression and emergency access, it is not expected to increase demand for fire services. The Project will also undergo review by the Fire Department, and no new or expanded fire facilities are anticipated. Therefore, impacts would be less than significant.

- ii) Police protection?

Less than Significant Impact: The Los Angeles County Sheriff's Department will continue to provide police protection services to the Project site and surrounding area. The nearest station is located approximately 1.3 miles southeast of the site. The Project involves replacing six (6) existing industrial buildings totaling 199,840 square feet with one new 140,720-square-foot industrial building, resulting in a net decrease in building area. As no population growth is anticipated and the Project will not increase demand for law enforcement services, construction of new or expanded police facilities is not required. Therefore, impacts would be less than significant.

- iii) Schools?

No Impact: The proposed Project involves industrial development and would not generate school-aged children or increase local population. As a result, it would not create a direct or indirect demand for public school services or facilities. Therefore, the Project would not result in the need for new or expanded public school facilities, and no impact would occur.

- iv) Parks?

No Impact: The Project proposes industrial development and would not introduce new



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housing or residents to the area. Therefore, it would not increase demand for neighborhood or regional parks or other recreational facilities. The Project would not contribute to the need for new or expanded park facilities, and 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.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

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

Findings of Fact: The Project involves the annexation of one parcel (APN: 8206-027-080) located in Avocado Heights in unincorporated County of Los Angeles into the City of Industry, a General Plan Amendment to Employment, and a ZC to Industrial (M), enabling redevelopment with a 140,720-square-foot industrial building. Although the annexation and ZC are administrative, they facilitate development that could affect recreational resources.

The site is currently developed and located in an industrial area with no public parks, trails, or recreational facilities on-site or immediately adjacent. The Project does not include or remove recreational facilities and would not increase demand on existing recreational resources beyond typical industrial development. Therefore, impacts on recreation would be less than significant. The proposed Project may generate additional employment opportunities; however, this is not expected to result in a demand for new or expanded recreational facilities. As noted in the City’s General Plan, the City of Industry is a business-oriented community with a minimal residential population. Furthermore, industrial developments such as the proposed Project are not subject to the Quimby Act (California Government Code § 66477), which applies only to residential subdivisions. Therefore, the Project would not result in significant impacts related to recreation.

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



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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.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Resolution No CC 2020-20 (...) Adopting Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts under CEQA City of Industry. Adopted June 25, 2020.
- VMT Analysis Memorandum – 184 S. Sixth Avenue. CNC Engineering. January 31, 2025 (Appendix H)

Findings of Fact: The proposed Project involves demolition of six (6) existing industrial buildings totaling 199,840 square feet, and the construction of a single new industrial building totaling 140,720 square feet. Access will be provided via driveways on E. Valley Boulevard and S. 6th Avenue, both of which are designated arterial routes.

The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry’s Industrial (M) zoning designation. The Project site consists of two parcels: Assessor’s Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.



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Pursuant to Senate Bill (SB) 743 and CEQA Guidelines Section 15064.3, the City of Industry evaluates transportation impacts based on Vehicle Miles Traveled (VMT) rather than Level of Service (LOS). The City has adopted local VMT thresholds and screening criteria for determining when a project may be presumed to have a less-than-significant transportation impact. According to the VMT Analysis prepared by CNC Engineering (January 2025, Appendix H), the Project qualifies for screening under the City's Low VMT Area criterion, which identifies employment-based projects with VMT per worker comparable to existing low VMT areas. Based on this screening determination, the Project is not anticipated to result in significant transportation impacts related to VMT, and no mitigation is required.

Discussion of Impacts

Would the project:

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

Less than Significant Impact: Access to the proposed Project would be provided through a 40-foot-wide driveway on E. Valley Boulevard and a 28-foot-wide driveway on S. 6th Avenue. A 28-foot-wide drive aisle is planned to loop around the building, allowing for internal site circulation and functioning as a designated fire access lane. As designed, the Project will accommodate both truck and passenger vehicle ingress and egress.

Construction Related Impacts

Demolition and construction phases of the Project are expected to take approximately 10 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.



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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 Low VMT Area. CNC Engineering utilized the San Gabriel Valley Council of Governments (SGVCOG) online evaluation tool for the proposed Project. The analysis concluded that the Project is located in a Low VMT Area, and therefore, 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.	41
Total Spaces Required		191
TOTAL SPACES PROVIDED		199

As illustrated above, the total building area of 140,720 square feet would require 191 parking stalls for the proposed industrial building. The Project includes 146 standard parking stalls and 53 electrical vehicle (EV) stalls for a total of 199 parking stalls. Additionally, the Project includes 14 dock-high doors for truck docking on the south-eastern side of the building. Six (6) bike racks are proposed at the front of the building. Thus, the proposed parking for the industrial building complies with the City's Municipal Code and operational related impacts would be less that significant.



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- 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) addresses 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 (City of Industry, 2020). As described above in section “a,” the Project parcels are located in a Low VMT Area and would therefore be screened out of preparing a full VMT analysis as per the resolution. The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). No impact would occur.

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

No Impact: The 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 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 will provide vehicular access via a 40-foot-wide driveway on E. Valley Boulevard and a 26-foot-wide driveway on S. 6th Avenue. A 28-foot-wide drive aisle will loop around the building, providing on-site circulation and dedicated fire access. These access features will be designed in compliance with applicable City standards and subject to review and approval by the City. Coordination with the Los Angeles County Fire Department will ensure that appropriate fire protection and emergency response requirements are incorporated into the Project design. Therefore, the Project would not result in inadequate emergency access, and impacts would be less than significant.



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	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Los Angeles County GIS-NET

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

In accordance with Public Resources Code Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency’s list for receiving such notification. The formal notification is required to include a brief description of the proposed Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. On March 13, 2025, the City transmitted letters of notification to the following tribes traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City: Soboba Band of Luiseño Indians, Gabrielino Tongva Tribe and the Gabrieleño Band of Mission Indians – Kizh Nation. The City



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received one (1) request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation was conducted on March 14, 2025, and the Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures which are incorporated below.

The Project involves the annexation of one parcel (APN: 8206-027-080) located in Avocado Heights in unincorporated County of Los Angeles into the City of Industry, a General Plan Amendment to Employment, and a ZC to Industrial (M), which would allow redevelopment with a 140,720-square-foot industrial building. While the annexation and ZC are administrative, they enable construction that could potentially affect tribal cultural resources. The site is already developed and heavily disturbed, and no known tribal cultural resources have been identified on-site. Although the likelihood of encountering intact tribal resources is low, standard inadvertent-discovery procedures including halting work, evaluation by a qualified archaeologist, and consultation with local tribal representatives would be implemented if any resources are found. With the mitigation measures as stated below, impacts to tribal cultural resources would be less than significant.

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 a fully developed Property and does not contain any known tribal cultural resources. According to the City's General Plan Resource Management Element, and the Office of Historic Preservation's Inventory for Los Angeles County, the site is not located within an area containing historic resources. As such, the site does not meet the criteria for listing in the California Register of Historical Resources or in a local register, as defined in Public Resources Code section 5020.1(k).

In accordance with AB 52, formal notification of the Project was provided to the Gabrieleño Band of Mission Indians – Kizh Nation on March 13, 2025. The Tribe responded and requested consultation, providing historical context that indicated the general vicinity of the Project site may have been near traditional trade routes. However, no site-specific Tribal Cultural Resources (TCRs), as defined by Public Resources Code § 21074, were identified on the Project site.

Because the Project site is fully developed, lacks any features associated with cultural or historical significance, and no eligible TCRs have been recorded or identified, the Project would not result in a substantial adverse change in the significance of a tribal cultural resource. Therefore, potential 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 site does not contain any known TCRs that have been determined by the lead agency, in its discretion and



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supported by substantial evidence, to be significant pursuant to the criteria set forth in Public Resources Code section 5024.1(c). These criteria include whether the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history or cultural heritage;
2. Is associated with the lives of persons important in the past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In applying these criteria, the lead agency has also considered the significance of the resource to the Gabrieleño Band of Mission Indians – Kizh Nation, consistent with tribal consultation requirements.

The site is fully developed with commercial, and warehouse uses and is not listed in the California Register of Historical Resources (CRHR), a local register, or in the City of Industry's Resource Management Element of the General Plan as a historic or cultural resource. Furthermore, previous disturbance reduces the likelihood of intact TCRs onsite.

Although the site has been previously disturbed and it is not anticipated that TCRs exist onsite, the potential for inadvertent discovery remains. To address this possibility, Mitigation Measures **TCR-1**, **TCR-2**, and **TCR-3** will be implemented. These measures require a qualified Native American Monitor to be present during ground-disturbing activities, immediate cessation of work within at least 50 feet of any discovered resource, and appropriate assessment and treatment of the find by the monitor and archaeologist. If human remains are encountered, construction will halt in accordance with Health and Safety Code Section 7050.5, and the County Coroner will be notified. With implementation of these mitigation measures, the Project's potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures

XVIII. (b)

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities

- A) The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.



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- C) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe.
- D) On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resources Objects (Non-Funerary/Non-Ceremonial)

- A) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- A) Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B) If Native American human remains and/or grave goods are discovered or recognized on the Project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- C) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- E) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.



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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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, Section 8.20.060
- Los Angeles County Sanitation Districts (LACSD), Wastewater (Sewage) Facilities, San Jose Creek Water Reclamation Plant
- San Gabriel Valley Water Company, 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.
- Will Serve Documents (Appendix I).



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- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.

Findings of Fact: The proposed Project includes an annexation, a General Plan Amendment, and a Zone Change that would allow for industrial development consistent with the City of Industry's Industrial (M) zoning designation. The Project site consists of two parcels: Assessor's Parcel Number (APN) 8206-027-058, which is currently located within the City of Industry, and APN 8206-027-080, which is located in unincorporated County of Los Angeles, and would be annexed into the City as part of the proposed Project. This IS/MND evaluates the environmental impacts of the specific proposed Project—a new 140,720-square-foot industrial building—representing the reasonably foreseeable development enabled by these entitlements. While the Industrial (M) zone permits a range of uses with potentially greater environmental impacts (e.g., high-cube warehouses or e-commerce centers), this analysis conservatively evaluates the Project as proposed and does not speculate on future or alternative uses. Therefore, the findings of this section reflect the maximum anticipated environmental effects associated with the proposed Project.

Based on a review of the proposed Project, site-specific conditions, and applicable utility provider data, the City finds that the Project would not result in significant impacts related to utilities and service systems. The Project would not require or result in the expansion or relocation of utility infrastructure that could cause significant environmental effects. The Project would not exceed available capacity for water supply, wastewater treatment, or solid waste disposal, and would comply with all applicable state and local regulations regarding utility services. Therefore, all impacts related to utilities and service systems would be less than significant, and no mitigation measures are required.

The proposed Project involves redevelopment of a previously developed site within an existing urbanized area of the City. Utilities, including water, wastewater, electricity, natural gas, telecommunications, and solid waste services, are currently available and will continue to serve the site. Will serve letters for electric, gas, sewer, storm drain, and telephone/cable services have been issued for the proposed Project and are included in Appendix I.

Water and Wastewater

Potable water service will be provided by the San Gabriel Valley Water Company, which sources water from the Main San Gabriel and Central Groundwater Basins. According to the company's 2020 Urban Water Management Plan (UWMP), sufficient water supplies exist to meet projected demand during normal, dry, and multiple dry years. Wastewater generated by the Project will be treated at the San Jose Creek Water Reclamation Plant (SJCWRP), which has adequate capacity and is regulated under a National Pollutant Discharge Elimination System (NPDES) permit. The Project's water and wastewater demand is consistent with typical industrial uses and would not require the construction or expansion of treatment facilities.

Stormwater

Stormwater will be managed through on-site systems designed to meet Low Impact Development (LID) requirements. No off-site stormwater infrastructure expansion is required. Drainage from the site will be treated and retained in compliance with City standards and Regional Water Quality Control Board requirements.



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Electricity, Natural Gas, and Telecommunications

The Project will be served by Southern California Edison for electricity and Southern California Gas Company (SoCalGas) for natural gas. These utilities have sufficient regional capacity, and no new or expanded off-site infrastructure is required. Telecommunications services will be provided by existing providers (e.g., AT&T, Time Warner, Frontier), and service can be accommodated through existing infrastructure.

Solid Waste

Solid waste will be collected by Valley Vista Services, the City's contracted hauler, and disposed of or processed at local Los Angeles County Sanitation District (LACSD) facilities, including the Puente Hills Landfill, Material Recovery Facility (MRF), and Intermodal Facility (PHIMF). The Project is expected to generate approximately 8,543 pounds of solid waste per day, which is within the capacity of local facilities. The Project will comply with AB 939, AB 341, and AB 1826 related to solid waste reduction, recycling, and organics management, in accordance with the City's waste management ordinance.

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 served by the San Gabriel Valley Water Company (SGVWC), which sources water from local groundwater basins and imported supplies. Water will be provided via an existing main in E. Valley Boulevard. Project water demand is comparable to other similar land uses and does not require the construction or expansion of water facilities. No off-site utility expansions or new infrastructure are required to support the tanks. The tanks are for emergency use only and do not represent an ongoing operational water demand. Therefore, impacts would be less than significant.

Wastewater Treatment Impacts

Wastewater will be treated at the San Jose Creek Water Reclamation Plant, which has sufficient capacity and is regulated under the NPDES permit. The Project would generate wastewater typical of similar industrial uses and would not require new or expanded treatment facilities. Therefore, impacts would be less than significant.



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Electric Power Impacts

Southern California Edison would provide electricity. Project demand would be accommodated by existing infrastructure, and no new or expanded electrical facilities would be needed. Impacts would be less than significant.

Natural Gas Impacts

Natural gas would be supplied by SoCalGas for HVAC and water heating. According to SoCalGas’s 2022–2026 Gas Acquisition Plan, as well as forecasts from the California Energy Commission and the California Public Utilities Commission, systemwide natural gas demand is projected to decline due to building electrification, energy efficiency improvements, and decarbonization policies. As a result, the Project’s relatively minor demand would not require new or expanded natural gas infrastructure. Impacts would be less than significant.

Telecommunication Facilities Impacts

Services from existing providers (e.g., AT&T, Time Warner, Frontier) would serve the Project site. No new or expanded telecommunications facilities are required. Impacts would be less than significant.

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

Less than Significant Impact: San Gabriel Valley Water Company provides potable and domestic water to the Project area. San Gabriel’s water supply utilizes locally produced groundwater from 31 wells located in the Main San Gabriel Groundwater Basin and from 4 wells located in the Central Groundwater Basin. According to the 2020 UWMP for SGVWC, San Gabriel has not experienced water supply constraints or deficiencies. Table 19-1 describes data from the UWMP which shows that San Gabriel’s supply 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

		2025	2030	2035	2040	2045
First Year	Supply Totals	40,222	40,751	41,285	41,713	42,144
	Demand Totals	40,222	40,751	41,285	41,713	42,144
	Difference	0	0	0	0	0
Second Year	Supply Totals	41,385	41,930	42,479	42,919	43,363
	Demand Totals	41,385	41,930	42,479	42,919	43,363
	Difference	0	0	0	0	0
Third Year	Supply Totals	46,289	46,899	47,513	48,005	48,501
	Demand Totals	46,289	46,899	47,513	48,005	48,501
	Difference	0	0	0	0	0



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Fourth Year	Supply Totals	45,157	45,751	46,350	46,831	47,315
	Demand Totals	45,157	45,751	46,350	46,831	47,315
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	36,072	36,547	37,025	37,409	37,796
	Demand Totals	36,072	36,547	37,025	37,409	37,796
	Difference	0	0	0	0	0

As illustrated in Table 19-1, SGVWC’s water demands can be met under multiple dry years. Future water supply will meet projected demand due to diversified supply and conservation measures. San Gabriel Valley Water Company 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: 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 received a will-serve letter from Los Angeles County Sanitation Districts that the district has capacity to service the Project (Appendix N). The Project would pay applicable sewer connection and service fees, providing funds available for the LACSD wastewater system expansion and maintenance, acting to offset the Project’s incremental demands for wastewater collection and treatment services. Given that the Project proposes a land use that is permitted within the Industrial (M) zone and the Employment land use designation, wastewater from the proposed Project is not anticipated to exceed the capacity of 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). Although the proposed Project has a smaller building footprint than the prior commercial use, the change to industrial operations could result in a minor increase in solid waste generation due to the differing types and volumes of waste associated with industrial activities. Therefore, the Project would result in a slight increase in solid waste generated in the City. Solid waste is collected in the City through a franchise agreement (Section 8.20.060 of the City’s Code). Valley Vista Services is the City’s contracted franchise hauler to support commercial and industrial businesses with meeting the State’s recycling requirements. The Project would comply with the Integrated Waste Management Ordinance (Section 8.20) adopted by the City. The Applicant is proposing to construct one (1) new industrial building totaling 140,720 square feet. Industrial waste, defined in Section 17225.35 of Title 14 of the California Code of Regulations, is not subject to the requirements



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of the AB 341 regulation (CalRecycle, 2019b). Based on the CalRecycle Industrial Section Generation Rates chart, the Project would generate approximately 8,543 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	140,720	.0625 pounds	8,483 (lbs/day)
Office	10,000	0.006 pounds	60 (lbs/day)

Source: CalRecycle, 2019b, [Estimated Solid Waste Generation Rates \(ca.gov\)](https://www.calrecycle.ca.gov/Estimates)

The Project would consist of one (1) building totaling 140,720 square feet for warehouse space, with the remaining 10,000 square feet split between two stories 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 statutes and regulations related to solid waste as a standard project condition of approval. Therefore, a less than significant impact would occur.



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	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”), lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map
- County of Los Angeles Operational Area Emergency Operations Plan (November 2023)

Findings of Fact: Based on a review of the Project site conditions, applicable regulations, and fire hazard mapping, the City of Industry, acting as Lead Agency, finds that the proposed Project would not result in significant impacts related to wildfire hazards. The Project site is located within a fully urbanized area of the City and unincorporated County of Los Angeles, and is designated as a Local Responsibility Area (LRA) under the jurisdiction of the Los Angeles County Fire Department (LACFD). The site is not located within a State Responsibility Area (SRA) and is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ) according to the CAL FIRE Hazard Severity Zone maps. The nearest designated fire hazard zone is located approximately 1.1 miles southwest of the Project site, south of State Route 60 (SR-60).



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Although the site is not located in a mapped wildfire hazard zone, urban fires can occur, particularly in areas containing flammable materials. However, the Project site is generally flat, lacks adjacent wildland vegetation, and does not present conditions (e.g., steep slopes, strong prevailing winds, or extensive fuel loads) that would significantly increase wildfire risk. Fire protection and emergency medical services are provided by the LACFD, which implements a comprehensive inspection and fire prevention program to reduce potential fire hazards. Additionally, the Project will be required to comply with all applicable provisions of the California Fire Code and Title 24 of the California Code of Regulations, including fire safety standards for building construction and site access.

Based on these conditions and regulatory requirements, the proposed Project would not substantially increase wildfire risk, impair emergency response, or expose people or structures to post-fire hazards. As a result, no significant impacts related to wildfire would occur, and mitigation measures are not required.

Discussion of Impacts

If located in or near a State Responsibility Areas (“SRA”), lands classified as very high fire hazard severity zones, would the project:

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

No Impact: The Project site is not located in a State Responsibility Area (SRA) or a Very High Fire Hazard Severity Zone (VHFHSZ) per CAL FIRE maps. Emergency response in the area is governed by the Los Angeles County Operational Area Emergency Response Plan (OAERP). The Project will not block emergency access or impede evacuation routes. Traffic control measures and notifications during construction will ensure continued emergency access. In addition, three (3) existing fire hydrants located along the Project frontages on Valley Boulevard and S. 6th Avenue will remain and continue to serve the area. Therefore, the Project would not impair an emergency response or evacuation plan, 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 Impact: The Project site is relatively flat and located in a fully urbanized area. There are no steep slopes or wildlands adjacent to the site. The nearest VHFHSZ is located approximately 1.1 miles southwest. Prevailing winds are generally light and do not present a significant wildfire risk in this location. As a result, the Project would not expose occupants to significant pollutant concentrations or increased wildfire spread.

- 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 Project involves redevelopment of a previously developed site. The proposed building will not exacerbate fire risk; rather, they provide a



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localized emergency water source to be used by the Fire Department and internal sprinkler system during a fire. Improvements include internal circulation, parking, and landscaping, all of which will comply with applicable fire codes and regulations. Therefore, 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 Project site is flat with no landslide-prone topography. Drainage will be handled via on-site retention systems that meet Low Impact Development (LID) standards, including infiltration basins designed to capture and treat runoff from new impervious surfaces. Post-development runoff will be reduced compared to existing conditions. Therefore, no significant risks related to post-fire instability or drainage changes would occur.



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	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare. The Project site is located within a developed area that contains light industrial uses and commercial uses. The proposed Project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species. As described in Section IV. Biological Resources, adverse impacts to biological resources would be less than significant with the implementation of pre-construction nesting bird surveys as implemented by Mitigation Measure **BIO-1**.



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As described in Section V. Cultural Resources and XVIII. Tribal Cultural Resources, adverse impacts to historical resources would be less than significant. Construction-phase procedures would be implemented if any cultural, archaeological, or paleontological resources are discovered during grading, consistent with Mitigation Measures **CUL-1** and **TCR-1** through **TCR-3**. Furthermore, the analysis provided in Section III. Air Quality and VIII. Greenhouse Gas emissions concludes that impacts related to emissions of criteria pollutants, climate change, and other air quality impacts would be less than significant.

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

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

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

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

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

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



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

Mitigation measures are included within each section of the initial study checklist and are provided below. *Table 22-1: Mitigation Monitoring and Reporting Program* outlines the potential impacts and mitigation measures of the proposed Project and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the Project development.

Table 22-1 Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Biological Resources				
IV. Biological Resources	<p>BIO-1: Pre-Construction Nesting Bird Survey</p> <p>If it is not feasible to avoid the nesting bird season (February 1st through August 31st), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project Site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the California Fish and Game Code (CFGC), the nesting bird survey shall occur no earlier than 10 days prior to the commencement of construction.</p> <p>In the event that active nests are discovered, a suitable buffer (distance to be determined by the</p>	Applicant and City of Industry	Prior to construction activities	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).			
Cultural Resources				
V. Cultural Resources	<p>CUL-1: Inadvertent Archaeological Finds</p> <p>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.</p>	City of Industry and Applicant	During ground disturbing activities	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Geology and Soils				
VII. Geology and Soils	<p>GEO-1: General Earthwork and Grading</p> <p>The Project shall incorporate applicable recommendations provided in the Geotechnical Due Diligence Exploration Report prepared by Leighton Consulting, Inc. dated August 27, 2024 (Appendix B). The recommendations are presented in Section 3.0 Conclusions and Recommendations of the report under the following subheadings: General Earthwork and Grading, Site Preparation, Removal of Undocumented Artificial Fill, Over excavation and Recompanction, Mitigation of Potential Seismic Settlement, Fill Placement and Compaction, Import Fill Soil, Shrinkage and Subsidence, Rippability and Oversized Material, Shallow Foundation Recommendations, Minimum Embedment and Width, Allowable Bearing, Lateral Load Resistance, Increase in Bearing and Friction - Short Duration Loads, Settlement Estimates, Recommendations for Slabs-On-Grade, Seismic Design Parameters, Retaining Walls, Preliminary Pavement Design, Infiltration Recommendations, Temporary Excavations, Trench Backfill, Geogrid Installation, Surface Drainage, Sulfate Attack and Corrosion Protection, Additional Geotechnical Services (pages 16-34).</p>	City of Industry and Applicant	Prior to issuance of grading permits	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
VII. Geology and Soils	<p>GEO-2: Inadvertent Paleontological Discovery</p> <p>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.</p>	City of Industry	During ground disturbing activities	Less than Significant
Hazards and Hazardous Materials				
IX. Hazards & Hazardous Materials	<p>HAZ-1: Hazardous Materials Abatement and Disposal</p> <p>The Project Applicant shall ensure that all ACMs and LBP identified in the Hazardous Materials Survey Report (Appendix F) are handled and disposed of in accordance with all applicable federal, state, and local regulations, including but not limited to:</p> <ul style="list-style-type: none"> • EPA NESHAP regulations (40 CFR 61, Subpart M), • OSHA standards for asbestos (29 CFR 1910.1001 and 1926.1101), • OSHA standards for lead (29 CFR 1926.62), and • SCAQMD Rule 1403. <p>All ACMs shall be removed by a certified asbestos abatement contractor prior to demolition. Additional inspections shall be conducted once the buildings are vacated. Any additional suspect</p>	Applicant and City of Industry	Prior to issuance of grading permits	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	materials exposed during demolition shall be tested and properly managed. LBP impacts shall be managed with protective measures including engineering controls, respiratory protection, and personal protective equipment.			
IX. Hazards & Hazardous Materials	<p>HAZ-2: Universal Waste</p> <p>Prior to demolition, the Project Applicant shall ensure the proper removal, recycling, or disposal of all universal waste materials identified in the Hazardous Materials Survey (Appendix F), including fluorescent lightbulbs, ballasts, HVAC equipment, gas cylinders, solvents, and electronics. A licensed hazardous waste hauler shall be retained to ensure proper handling and disposal in compliance with DTSC regulations.</p>	Applicant and City of Industry	Prior to issuance of grading permits	Less than Significant
IX. Hazards & Hazardous Materials	<p>HAZ-3: Preparation and Implementation of Soil Management Plan (SMP)</p> <p>Prior to any ground-disturbing activities associated with future development, the Project Applicant shall retain a qualified environmental professional to prepare a Soil Management Plan (SMP) to address potential hazardous materials, including residual volatile organic compounds (VOCs) in soil gas, per- and polyfluoroalkyl substances (PFAS) in soil, and hydrocarbon-impacted soil identified along the eastern portion of the site. Due to the potential for vapor intrusion from off-site sources, the SMP shall include an evaluation of vapor intrusion risk by a qualified environmental professional. If vapor intrusion is determined to be</p>	Applicant and City of Industry	Prior to issuance of grading permits	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<p>a concern based on applicable screening levels and site conditions, a Vapor Intrusion Mitigation Plan (VIMP) shall be prepared and implemented. The VIMP shall identify appropriate design features or controls (e.g., vapor barriers or sub-slab depressurization systems) to protect future occupants from potential vapor intrusion. The evaluation and, if warranted, the VIMP shall be submitted to the City for review and approval prior to issuance of grading permits, and all applicable measures shall be implemented during site development. The SMP shall outline procedures for the proper characterization, handling, storage, and disposal of contaminated soil during earthwork activities. The SMP shall include worker health and safety protocols, soil stockpiling and segregation guidelines, contingency measures for unknown contamination, and regulatory notification procedures, as applicable. The SMP (and VIMP, if applicable) shall be submitted to the City for review and approval prior to issuance of grading permits, and all provisions of the approved SMP shall be implemented during site development.</p>			
Hydrology and Water Quality				
<p>X. Hydrology and Water Quality</p>	<p>HYD-1: WQMP and Hydrology Report Compliance</p> <p>Prior to grading permit issuance, the Applicant shall update the Water Quality Management Plan (WQMP) (Appendix H) and Hydrology Report (Appendix I) to incorporate all recommendations</p>	<p>City of Industry and Applicant</p>	<p>Prior to issuance of grading permits</p>	<p>Less than Significant</p>



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	from the peer review conducted by Casc Engineering and Consulting (May 2025) (Appendices J and J.1). The Applicant shall then submit a complete and revised Low Impact Development (LID) Plan, WQMP, and Hydrology Report in compliance with the Los Angeles County MS4 NPDES Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004) to the City of Industry for review and approval.			
X. Hydrology and Water Quality	HYD-2: SWPPP Preparation and Construction General Permit Coverage The Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain coverage under the Construction General Permit (CGP) from the State Water Resources Control Board prior to commencement of construction activities.	City of Industry and Applicant	Prior to issuance of grading permits	Less than Significant
X. Hydrology and Water Quality	HYD-3: Industrial General Permit Compliance for Project Operations The Applicant shall obtain coverage under the Industrial General Permit (IGP) for long-term operations and comply with all monitoring and reporting requirements.	City of Industry and Applicant	Prior to issuance of grading permits	Less than Significant
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	TCR-1: Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities A) The Project applicant/lead agency shall retain a Native American Monitor from or	Applicant and City of Industry	Prior to ground disturbing activities	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<p>approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human</p>			



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<p>remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe.</p> <p>D) On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.</p>			
XVIII. Tribal Cultural Resources	<p>TCR-2: Unanticipated Discovery of Tribal Cultural Resources Objects (Non-Funerary/Non-Ceremonial)</p> <p>A) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>	Applicant and City of Industry	During ground disturbing activities	Less than Significant



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Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
XVIII. Tribal Cultural Resources	<p>TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects</p> <p>A) Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>B) If Native American human remains and/or grave goods are discovered or recognized on the Project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.</p> <p>C) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.</p> <p>E) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>	Applicant and City of Industry	During ground disturbing activities	Less than Significant



CHAPTER FIVE– REFERENCES AND PREPARERS

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5.2 List of Preparers

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APPENDIX A
Air Quality and Greenhouse Assessment



City of Industry
South 6th Avenue Industry Redevelopment
Initial Study/Mitigated Negative Declaration
April 28, 2026

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APPENDIX B
Geotechnical Due Diligence Exploration Proposed
Industrial Warehouse Development



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South 6th Avenue Industry Redevelopment
Initial Study/Mitigated Negative Declaration
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APPENDIX C
Phase I Environmental Site Assessment & Limited
Phase II Subsurface Investigation



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APPENDIX D

Hazardous Materials Survey Report



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**APPENDIX E
WQMP Report**



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APPENDIX F

Hydrology Report



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APPENDIX G

Noise Impact Study



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**APPENDIX H
VMT Analysis**



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APPENDIX I
Will Serve Documents



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