
PLANNING COMMISSION

CITY OF INDUSTRY

REGULAR MEETING AGENDA
JULY 9, 2024
11:30 A.M.



CHAIR JACOB CORTEZ
VICE CHAIR ANDRIA WELCH
COMMISSIONER RHONDA CONTRERAS
COMMISSIONER SANDRA DIVERS
COMMISSIONER ROY HABER

Location: City Council Chambers, 15651 Mayor Dave Way, City of Industry, California

Addressing the Commission:

- < **Agenda Items:** Members of the public may address the Commission on any matter listed on the Agenda. Anyone wishing to speak to the Commission is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed form should be submitted to the City Clerk prior to the Agenda item being called and prior to the individual being heard by the Commission.

- < **Public Comments (Non-Agenda Items):** Anyone wishing to address the Commission on an item *not* on the Agenda may do so during the "Public Comments" period. In order to conduct a timely meeting, there will be a three-minute time limit per person for the Public Comments portion of the Agenda. State law prohibits the Commission from taking action on a specific item unless it appears on the posted Agenda. Anyone wishing to speak to the Commission is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed card should be submitted to the City Clerk prior to the Agenda item being called and prior to the individual being heard by the Commission.

At the time of publication, no Commissioners intend to take part in the meeting remotely under the provisions of AB 2449. Should that change between the time of publication and the start of the meeting, a live webcasting of the meeting will be accessible via the link, meeting ID, and meeting passcode listed below. Whenever possible, an announcement will be made at the start of the meeting via the live webcast to confirm whether or not a Commissioner will join remotely. If they will not be joining remotely, then the live webcast will terminate after the announcement.

www.microsoft.com/microsoft-teams/join-a-meeting

Meeting ID: 278 231 776 518

Meeting Passcode: KCxJZa

Or call in (audio only)

+1 657-204-3264, United States

Phone Conference ID: 692 469 575#

Americans with Disabilities Act:

- < In compliance with the ADA, if you need special assistance to participate in any City meeting (including assisted listening devices), please contact the City Clerk's Office (626) 333-2211. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

1. Call to Order
2. Flag Salute
3. AB 2449 Vote on Emergency Circumstances (if necessary)
4. Roll Call
5. Public Comments

6. **CONSENT ITEM**

- 6.1 Consideration of the minutes of the February 6, 2024 special meeting, February 27, 2024 special meeting, and the April 9, 2024 regular meeting

RECOMMENDED ACTION: Approve as submitted.

7. **PUBLIC HEARINGS**

- 7.1 Consideration of an Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; General Plan Amendment No. 22-02 to change the General Plan Land Use Designation from Commercial to Employment, and Zone Change No. 22-02 to change the zoning classification from Commercial (C) to Industrial (M), for properties located at 15940 and 16016 Amar Road (Assessor's Parcel Numbers 8250-001-011 and 8250-001-012); Tentative Parcel Map No. 22-01 (TPM 083978) to merge seven (7) existing parcels located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue into a single 10.09-acre parcel; and Development Plan Application No. 22-07, for the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements at the property generally located at 15940 and 16016 Amar Road and 16023, 15941, 15940, 16000, 16040 Kaplan Road

RECOMMENDED ACTION: Adopt Resolution No. PC 2024-08, Resolution No. PC 2024-09, Resolution No. PC 2024-10, Resolution No. PC 2024-12, and Resolution No. PC 2024-13, recommending that the City Council approve the IS/MND, the General Plan Amendment, the Zoning Code Amendment, the Parcel Map, and the Development Plan.

8. **CITY MANAGER REPORTS**

9. **AB 1234 REPORTS**

10. **COMMISSIONER COMMUNICATIONS**

11. Adjournment. Next regular meeting will be held on Tuesday, August 6, 2024, at 11:30 a.m.

PLANNING COMMISSION

ITEM NO. 6.1

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CALL TO ORDER

The Special Meeting of the Planning Commission of the City of Industry, California, was called to order by Chair Cortez at 11:31 a.m., in the City of Industry Council Chamber, 15651 Mayor Dave Way, California.

FLAG SALUTE

The flag salute was led by Chair Cortez.

AB 2449 VOTE ON EMERGENCY CIRCUMSTANCES (IF NECESSARY)

There was no need for AB 2449 vote, due to having a quorum and there were no Commissioners taking part remotely. The webcast was then terminated.

ROLL CALL

PRESENT: Jacob Cortez, Chair
Andria Welch, Vice Chair
Rhonda Contreras, Commissioner
Sandra Divers, Commissioner
Roy Haber, Commissioner

STAFF PRESENT: Josh Nelson, City Manager; Bing Hyun, Assistant City Manager; Bianca Sparks, Assistant City Attorney, remotely; and Julie Gutierrez-Robles, Secretary.

PUBLIC COMMENTS

There were none.

CONSENT CALENDAR

There were no public comments.

City Manager Josh Nelson pulled Item Nos. 6.1 and 7.1, from today's agenda. These two items go hand in hand and will be re-noticed for a future meeting.

6.1 CONSIDERATION OF RESOLUTION NO. PC 2024-03 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, FINDING THAT THE VACATION OF KAPLAN AVENUE AND THE DISPOSITION OF

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THE REAL PROPERTY THEREIN CONFORM TO THE CITY OF INDUSTRY GENERAL PLAN PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65402

RECOMMENDED ACTION:
03.

Adopt Resolution No. PC 2024-

This item was removed from the agenda.

PUBLIC HEARING ITEMS

7.1 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, GENERAL PLAN AMENDMENT NO. 22-02 TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM COMMERCIAL TO EMPLOYMENT FOR ASSESSOR'S PARCEL NUMBERS 8250-001-011, AND 8250-001-012, ZONE CHANGE NO. 22-02 TO CHANGE THE ZONING CLASSIFICATION FROM COMMERCIAL (C) TO INDUSTRIAL (M) FOR ASSESSOR'S PARCEL NUMBERS 8250-001-011, AND 8250-001-012, TENTATIVE PARCEL MAP NO. 22-01 (TPM 083978) TO MERGE SEVEN (7) EXISTING PARCELS INTO A SINGLE 10.09-ACRE PARCEL, AND DEVELOPMENT PLAN APPLICATION NO. 22-07 FOR THE PROPOSED CONSTRUCTION OF A 205,460 SQUARE-FOOT TILT-UP CONCRETE INDUSTRIAL BUILDING AND ASSOCIATED IMPROVEMENTS.

This item has been removed from the agenda. The item will be re-noticed for a future meeting.

7.2 CONSIDERATION OF A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 23-07, FOR A CLASS 41 ABC LICENSE TO ALLOW FOR THE SALE OF BEER AND WINE AT AN EXISTING RESTAURANT CALLED GOURD BRO, LOCATED AT 18007 GALE AVE, CITY OF INDUSTRY, CALIFORNIA, THE ADOPTION OF A NOTICE OF EXEMPTION THE REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION:

Adopt Resolution No. PC 2024-04 approving Conditional Use Permit 23-07, the Standard Requirements and Conditions of Approval, and notice of exemption regarding same.

Contract Associate Planner, Dina Lomeli provided a staff report and was available to answer any questions.

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Chair Cortez opened the public hearing at 11:39 a.m.

Chair Cortez inquired if anyone wanted to be heard in opposition or in favor of the project. There were none.

Chair Cortez closed the public hearing at 11:39 a.m.

MOTION BY VICE CHAIR WELCH, AND SECOND BY COMMISSIONER HABER TO ADOPT RESOLUTION NO. PC 2024-04 APPROVING CONDITIONAL USE PERMIT 23-07, THE STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL, AND NOTICE OF EXEMPTION REGARDING SAME. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONER:	CONTRERAS, DIVERS, HABER, VC/WELCH, C/CORTEZ
NOES:	COMMISSIONER:	NONE
ABSENT:	COMMISSIONER:	NONE
ABSTAIN:	COMMISSIONER:	NONE

CITY MANAGER REPORTS

Assistant City Manager Bing Hyun asked if the Commissioners would be available on February 27, 2024, and again on March 26, 2024, for a special meeting to update and approve an ordinance pertaining to the Housing Element? The intention would be to then cancel the March 12th regular meeting. All Commissioners said “yes, they could attend”.

AB 1234 REPORTS

There were none.

COMMISSIONER COMMUNICATIONS

There were none.

ADJOURNMENT

There being no further business, the Planning Commission adjourned at 11:42 a.m.

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JACOB CORTEZ
CHAIR

JULIE GUTIERREZ-ROBLES
SECRETARY

PLANNING COMMISSION SPECIAL MEETING MINUTES
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CALL TO ORDER

The Special Meeting of the Planning Commission of the City of Industry, California, was called to order by Chair Cortez at 11:30 a.m., in the City of Industry Council Chamber, 15651 Mayor Dave Way, California.

FLAG SALUTE

The flag salute was led by Chair Cortez.

AB 2449 VOTE ON EMERGENCY CIRCUMSTANCES (IF NECESSARY)

There was no need for AB 2449 vote, due to having a quorum and there were no Commissioners taking part remotely. The webcast was then terminated.

ROLL CALL

PRESENT: Jacob Cortez, Chair
Andria Welch, Vice Chair
Rhonda Contreras, Commissioner
Sandra Divers, Commissioner
Roy Haber, Commissioner

STAFF PRESENT: Bing Hyun, Assistant City Manager; Kathy Tai, Development Services Manager; Mat Hudson, Engineering Manager; Bianca Sparks, Assistant City Attorney; and Julie Gutierrez-Robles, Secretary.

CONSENT CALENDAR

There were no public comments.

5.1 CONSIDERATION OF RESOLUTION NO. PC 2024-05 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, FINDING THAT THE ACQUISITION OF A NON-EXCLUSIVE ROADWAY EASEMENT AT 15421 EAST GALE AVENUE, CITY OF INDUSTRY CONFORMS TO THE CITY OF INDUSTRY'S GENERAL PLAN PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65402

RECOMMENDED ACTION:
05

Adopt Resolution No. PC 2024-

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MOTION BY COMMISSIONER HABER, AND SECOND BY COMMISSIONER DIVERS TO ADOPT RESOLUTION NO. PC 2024-05. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONER:	CONTRERAS, DIVERS, HABER, VC/WELCH, C/CORTEZ
NOES:	COMMISSIONER:	NONE
ABSENT:	COMMISSIONER:	NONE
ABSTAIN:	COMMISSIONER:	NONE

PUBLIC HEARING ITEMS

6.1 CONSIDERATION OF RESOLUTION NO. PC 2024-01, RECOMMENDING THAT THE CITY COUNCIL ADOPT ZONING CODE AMENDMENT NO. 24-01, AMENDING TITLE 17 (ZONING) OF THE CITY OF INDUSTRY MUNICIPAL CODE TO AMEND CHAPTER 17.08 (DEFINITIONS) AND ADD CHAPTER 17.80 (ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS), AND ADOPTING A NOTICE OF EXEMPTION REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION:
01.

Adopt Resolution No. PC 2024-

Assistant City Manager, Bing Hyun, introduced Development Services Manager, Kathy Tai, to provide a staff report and said Erin Lapeyrolerie, Special Counsel with Goldfarb & Lipman LLP was also available online. Also, Assistant City Attorney Bianca Sparks, was available for questions.

Chair Cortez opened the public hearing at 11:35 a.m.

Chair Cortez inquired if anyone wanted to be heard in opposition or in favor of the project.

Assistant City Attorney Bianca Sparks said before the start of this meeting, a woman came by and dropped off a letter on behalf of residents, primarily from the City of Walnut. Ms. Sparks stated that she believes there is a misunderstanding amongst the residents because they are referencing the prior housing project from multiple years ago with National Core, which they are against. This letter should be kept in our files for the record and the City Clerk should summarize the letter for the Commission.

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City Clerk, Julie Gutierrez-Robles, stated for the Commission, that the residents are against the risk of the general plan amendment 17-1 and zone changes, and they believe it has to do with National Core and the City of Industry. They provided a letter along with a list of multiple signatures.

Assistant City Manager, Bing Hyun, clarified for the record that there are absolutely no housing projects being proposed today in this resolution. It is only adopting regulatory changes that are required by the state of California.

Chair Cortez closed the public hearing at 11:36 a.m.

MOTION BY COMMISSIONER DIVERS, AND SECOND BY COMMISSIONER HABER TO ADOPT RESOLUTION NO. PC 2024-01. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONER:	CONTRERAS, DIVERS, HABER, VC/WELCH, C/CORTEZ
NOES:	COMMISSIONER:	NONE
ABSENT:	COMMISSIONER:	NONE
ABSTAIN:	COMMISSIONER:	NONE

6.2 CONSIDERATION OF RESOLUTION NO. PC 2024-02, RECOMMENDING THAT THE CITY COUNCIL ADOPT ZONING CODE AMENDMENT NO. 24-02, AMENDING CHAPTER 17.08 (DEFINITIONS), CHAPTER 17.18 (INSTITUTIONAL ZONE), CHAPTER 17.22 (HOUSING OVERLAY ZONE), AND CHAPTER 17.26 (RECREATION AND OPEN SPACE ZONE), OF TITLE 17 (ZONING) OF THE CITY OF INDUSTRY MUNICIPAL CODE, TO IMPLEMENT THE CITY'S 2021-2029 HOUSING ELEMENT, AND ADOPT A NOTICE OF EXEMPTION REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION:
02.

Adopt Resolution No. PC 2024-

Development Services Manager, Kathy Tai provided a staff report on the above public hearing and was available to answer any questions.

Chair Cortez opened the public hearing at 11:39 a.m.

Chair Cortez inquired if anyone wanted to be heard in opposition or in favor of the project. There were none.

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Chair Cortez closed the public hearing at 11:39 a.m.

Chair Cortez inquired if anyone had comments or questions, there were none.

There were no public comments.

MOTION BY COMMISSIONER DIVERS, AND SECOND BY VICE CHAIR WELCH TO ADOPT RESOLUTION NO. PC 2024-02. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONER:	CONTRERAS, DIVERS, HABER, VC/WELCH, C/CORTEZ
NOES:	COMMISSIONER:	NONE
ABSENT:	COMMISSIONER:	NONE
ABSTAIN:	COMMISSIONER:	NONE

CITY MANAGER REPORTS

There were none.

AB 1234 REPORTS

There were none.

COMMISSIONER COMMUNICATIONS

There were none.

ADJOURNMENT

There being no further business, the Planning Commission adjourned at 11:40 a.m.

JACOB CORTEZ
CHAIR

JULIE GUTIERREZ-ROBLES
SECRETARY

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CALL TO ORDER

The Regular Meeting of the Planning Commission of the City of Industry, California, was called to order by Chair Cortez at 11:30 a.m., in the City of Industry Council Chamber, 15651 Mayor Dave Way, California.

FLAG SALUTE

The flag salute was led by Chair Cortez.

AB 2449 VOTE ON EMERGENCY CIRCUMSTANCES (IF NECESSARY)

There was no need for AB 2449 vote, due to having a quorum and there were no Commissioners taking part remotely. The webcast was then terminated.

ROLL CALL

PRESENT: Jacob Cortez, Chair
Andria Welch, Vice Chair
Rhonda Contreras, Commissioner
Sandra Divers, Commissioner
Roy Haber, Commissioner

STAFF PRESENT: Bing Hyun, Assistant City Manager; Bianca Sparks, Assistant City Attorney; Kathy Tai, Development Services Manager; and Julie Gutierrez-Robles, Secretary.

ACTION ITEM

6.1 CONSIDERATION OF A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 23-04, FOR A CLASS 41 ABC LICENSE TO ALLOW FOR THE SALE OF BEER AND WINE AT AN EXISTING FAST-FOOD RESTAURANT, YU HAN XUAN DINING & ENTERTAINMENT INC. LOCATED AT 18248 GALE AVE, CITY OF INDUSTRY, CALIFORNIA, ADOPTING A NOTICE OF EXEMPTION REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION: Adopt Resolution No. PC 2024-06 approving Conditional Use Permit 23-04, the Standard Requirements and Conditions of Approval, and notice of exemption regarding same.

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Contract Associate Planner, Dina Lomeli provided a staff report and was available to answer any questions.

Chair Cortez inquired if anyone had comments or questions, there were none.

There were no public comments.

MOTION BY COMMISSIONER DIVERS, AND SECOND BY COMMISSIONER HABER TO ADOPT RESOLUTION NO. PC 2024-06 APPROVING CONDITIONAL USE PERMIT 23-04, THE STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL, AND NOTICE OF EXEMPTION REGARDING SAME. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONER:	CONTRERAS, DIVERS, HABER, VC/WELCH, C/CORTEZ
NOES:	COMMISSIONER:	NONE
ABSENT:	COMMISSIONER:	NONE
ABSTAIN:	COMMISSIONER:	NONE

CITY MANAGER REPORTS

There were none.

AB 1234 REPORTS

There were none.

COMMISSIONER COMMUNICATIONS

There were none.

ADJOURNMENT

There being no further business, the Planning Commission adjourned at 11:38 a.m.

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JACOB CORTEZ
CHAIR

JULIE GUTIERREZ-ROBLES
SECRETARY

PLANNING COMMISSION

ITEM NO. 7.1



CITY OF INDUSTRY

MEMORANDUM

To: Planning Commission

From: Joshua Nelson, City Manager

Date: July 9, 2024

Subject: Consideration of an Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; General Plan Amendment No. 22-02 to change the General Plan Land Use Designation from Commercial to Employment, and Zone Change No. 22-02 to change the zoning classification from Commercial (C) to Industrial (M), for properties located at 15940 and 16016 Amar Road (Assessor's Parcel Numbers 8250-001-011 and 8250-001-012); Tentative Parcel Map No. 22-01 (TPM 083978) to merge seven (7) existing parcels located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue into a single 10.09-acre parcel; and Development Plan Application No. 22-07, for the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements at the property generally located at 15940 and 16016 Amar Road and 16023, 15941, 15940, 16000, 16040 Kaplan Road.

Proposal:

Amar Industry Hills LLC ("Applicant"), submitted to the City of Industry ("City") applications for a General Plan Amendment ("GPA 22-02"), Zone Change ("ZC 22-02"), Tentative Parcel Map ("TPM 22-01"), and Development Plan ("DP 22-07") for the construction of the proposed Amar Industry Hills Development, on approximately 10.09 acres of developed land ("Project") located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue in the City ("Project Site"). The Project Site includes seven (7) parcels: Accessor's Parcel Numbers (APNs) 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, and 8250-001-017, as set forth in Exhibit A.

Location and Surroundings

The Project Site is in an urban built-up environment in the northern portion of the City. The Project Site is developed with 10 existing buildings that were previously used for industrial and commercial purposes. An approximately 18,280 square foot building and a 30,008 square foot building were used for commercial purposes, while the other eight buildings were previously used for light industrial purposes and have the following square footages: 13,065 square feet, 14,378 square feet, 13,728 square feet, 13,647 square feet,

16,715 square feet, 10,213 square feet, and two buildings that are each 10,210 square feet. As of May 1, 2024, all tenants have vacated, and no new tenants have occupied the Project Site. The ten existing structures will be demolished as a part of this Project.

The properties located at 15940 and 16016 Amar Road (Assessor's Parcel Numbers 8250-001-011, and 8250-001-012) currently have a Commercial General Plan Land Use Designation and a Commercial Zoning Designation. The other five parcels located at 16023, 15941, 15940, 16000 and 16040 Kaplan Road (Assessor's Parcel Numbers: 8250-001-013, -14, -15, -16, -17) currently have a General Plan Land Use Designation of Employment and a Zoning Designation of Industrial.

The Project Site is bounded to the north by Valinda (unincorporated Los Angeles County), zoned C-2-BE (Neighborhood Commercial) with a General Commercial (CG) land use designation, and the area is comprised of single-family residences and commercial businesses. The Project Site is bounded to the east by Valinda, zoned R-1-6000 (Single Family Residence) and A-1-6000 (Light Agriculture) and designated Residential 9 (H9). Uses to the east consist of single-family residences. The Project site is bounded to the south and west by Industrial (M) zoning, and designated Employment within the City of Industry.

Proposed Entitlements

The following are the proposed entitlements for the Project:

- GPA 22-02 to change the General Plan land use designation from Commercial to Employment for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- ZC 22-02 to change the zone classification from Commercial (C) to Industrial (M) for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- TPM 22-01, which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- DP 22-07 for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

Staff Analysis

General Plan Amendment

The City's General Plan was adopted on June 12, 2014. The Land Use Element of the General Plan serves as the long-range guide for land use development and facilitates the goals and policies of the City. To ensure the City's long-term vision is fulfilled, the land use designation of the properties should promote compatible and orderly development with that of the surrounding properties.

The Project Site is located at the southwest corner of Amar Road and Echelon Avenue and is currently comprised of both industrial and commercial land uses. To create consistent land uses in the geographical area where the properties are located and to accommodate the Applicant's proposed development of the Project Site, it is necessary to amend the General Plan to designate all the properties as Employment. As provided in Table 1 existing Parcels 16023 Kaplan Avenue (APN: 8250-001-013), 15941 Kaplan Avenue (APN: 8250-001-014), 15940 Kaplan Avenue (APN: 8250-001-015), 16000 Kaplan Avenue (APN: 8250-001-016), and 16040 Kaplan Avenue (APN: 8250-001-017) are currently zoned Industrial and have an Employment General Plan land use designation, and industrial uses operated on these parcels until April 2024. The other two Parcels 15940 Amar Road (APN: 8250-001-011) and 16016 Amar Road (APN: 8250-001-012) are currently zoned Commercial, and have a Commercial General Plan land use designation, and commercial uses operated on these parcels until April 2024. The Project proposes changing the general plan designation for the two aforementioned parcels from Commercial to Employment and their zoning designation from Commercial to Industrial for consistency with the other five parcels. Based on the existing General Plan and Zoning, approximately 64% of the Project Site was previously utilized by industrial uses. The Applicant desires to develop a 205,460 square-foot tilt-up concrete industrial building and associated improvements, which is permitted in the Employment land use designation.

Table 1 below provides for the seven affected properties, a description of their location, existing and proposed General Plan designation, existing and proposed Zoning designation, and development background.

Table 1

Address and Assessor's Parcel Number (APN)	Existing General Plan Designation	Proposed General Plan Designation	Existing Zoning Designation	Proposed Zoning Designation	Proposed Action/ Comments
15940 Amar Road 8250-001-011	Commercial	Employment	Commercial	Industrial	General Plan Amendment, Zoning Amendment, Parcel Map and Development Plan
Existing Use	Commercial uses operated at the site for 39 years. As of May 1, 2024, all the prior tenants have vacated their buildings and no new tenants have occupied the site. Prior to May 1, 2024, previous commercial businesses included Dental Care USA, PHFE- WIC Program, Beauty Salon, Prime Time Nutrition, All Temperatures Inc., Ginko Health Care, Training Center for Commercial				

	Refrigeration, Nail Salon, and Barbershop.				
16016 Amar Road 8250-001-012	Commercial	Employment	Commercial	Industrial	General Plan Amendment, Zoning Amendment, Parcel Map and Development Plan
Existing Use	Commercial uses operated at the site for 39 years. As of May 1, 2024, all the prior tenants have vacated their buildings and no new tenants have occupied the site. Prior to May 1, 2024, previous commercial businesses included The Eyebrow Place, Pediatric Dentistry, Kamran Staffing, Hans Teriyaki, Market & Liquor, Long Green Nails & Spa, and Bake Shop.				
16023 Kaplan Avenue 8250-001-013	Employment	No change	Industrial	No change	Parcel Map and Development Plan
Existing Use	Industrial uses operated at the site for 42 years. As of May 1, 2024, the building is vacant. The prior use was a wholesale warehouse.				
15941 Kaplan Avenue 8250-001-014	Employment	No change	Industrial	No change	Parcel Map and Development Plan
Existing Use	Industrial uses operated at the site for 42 years. As of May 1, 2024, the building is vacant. The prior use was a warehouse.				
15940 Kaplan Avenue 8250-001-015	Employment	No change	Industrial	No change	Parcel Map and Development Plan
Existing Use	Industrial uses operated at the site for 42 years. As of May 1, 2024, the building is vacant. The prior use was a business bottling distilled spirits.				
16000 Kaplan Avenue 8250-001-016	Employment	No change	Industrial	No change	Parcel Map and Development Plan
Existing Use	Industrial uses operated at the site for 42 years. As of May 1, 2024, the building is vacant. The prior use was a printing business.				

16040 Kaplan Avenue 8250-001- 017	Employment	No change	Industrial	No change	Parcel Map and Development Plan
Existing Use	Industrial uses operated at the site for 42 years. As of May 1, 2024, the building is vacant. The prior use was a bottling and packaging business.				

To ensure the City's long-term vision is fulfilled, the land use designation of the properties should promote compatible and orderly development with that of the surrounding properties and to continually evolve to meet changing market demands and to attract and retain established businesses as stated in General Plan. Staff has reviewed the request for the General Plan Amendment and determined the following:

- a) The proposed General Plan Amendment is internally consistent with all other provisions of the General Plan because it is consistent with the Land Use Element. GPA No. 22-02 is consistent with the goals and policies within the Land Use Element by accommodating employment land uses. Specifically, Goal LU1 calls for the City to act as an employment and commercial hub for the San Gabriel Valley and greater Los Angeles Area. Further, Policy LU1-1 sets forth that the City should try to accommodate businesses by making employment-based land uses a priority in the City. Also, the proposed land use change from Commercial to Employment will fulfill goal LU2 by creating a competitive business climate and prioritizing a land use that will allow for a blend of businesses that best serve the long-term economic future of the City. In this case, the existing Commercial land use designation is not ideal for the long-term growth of the City because under LU2-2, commercial land uses such as retail should be located near major intersections and areas of high visibility. High visibility, combined with high traffic means ample opportunities for a passerby to stop in to purchase something from a tenant business. The Project Site is in an area that does not have high commercial visibility. The Project site is surrounded by industrial, and storage uses to the west and south. East of Echelon Avenue lies within unincorporated Los Angeles County and consists of single-family residences. North of Amar Road is a mix of small commercial businesses and residences and lies within the jurisdictional boundary of unincorporated Los Angeles County in the community of Valinda. The commercial businesses located on the northside of Amar are located on small lots with limited street frontage, with buildings placed at the rear of the property thereby limiting their view from the street. Also, these properties do not have any dedicated turn lanes and multiple points of entry and exit.
- b) The proposed General Plan Amendment is not detrimental to the public health, safety, or general welfare. While the proposed GPA 22-02 is a legislative act, coupled with DP 22-07 as part of the larger Project, GPA 22-02 is not detrimental to the public health, safety, or welfare because the Project will be developed in compliance with all applicable laws and standards concerning public health, safety

and welfare. Specifically, the Project will comply with the applicable policies in the City's General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials, as well as all requirements concerning the California Building Code, and noise. Further, the Project will implement all mitigation measures required by the IS/MND.

- c) The affected sites are physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities, to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The 10.09-acre Project Site is square and flat and therefore suitable in size and shape for the proposed 205,460 square foot warehouse building. The proposed future development at the site will be accessible by emergency vehicles. (See Page 102 of the IS/MND). In this section the IS/MND addresses that the streets and intersections surrounding the Project are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating industrial and commercial activities at the Project Site. Direct access to the Project Site will be provided by two (2) existing driveways on Amar Road and one (1) proposed driveway on Echelon Avenue. The Project circulation pattern has been reviewed by the City and it has been determined that it conforms with local, state, and federal regulations regarding circulation and traffic pattern design.

The site can be adequately served by the City sewer, water, Los Angeles County Sheriff and Fire, and trash collection. The Public Works Department has evaluated the site for proper handling of storm water runoff. The concurrently filed Development Plan requires the provision of public and emergency vehicle (e.g., fire and medical) access via connections to publicly maintained roads.

Zone Change

In accordance with Municipal Code Section 17.28.040, in a petition for a change of zone, the Applicant must demonstrate the following:

- a) When was existing zoning effective and are there changed conditions to warrant other or additional zoning? According to City records, the current "C" – Commercial zoning has been in effect since 1987. The Project Site is located within the northern portion of the City. Land uses surrounding the site include industrial warehouse uses to the south and west, residential uses to the east, and commercial and

residential uses to the north. The community of Valinda (unincorporated Los Angeles County) is located east of Echelon Avenue and north of Amar Road. The Project Site is located at the southwest corner of Amar Road and Echelon Avenue. The City's most recent General Plan was adopted in 2014. The existing development on the Project Site was constructed between 1979 and 1987. The City of Industry is largely built out (as of 2010, 87 percent of usable land was developed) and the remaining developable vacant lands are largely identified for industrial and commercial uses or used as vegetated slopes around the Pacific Palms resort. Except for the development of the Industry Business Center, most of the new growth will come from the recycling and improvement of existing buildings.

Rezoning of the Project Site spurs revitalization in the area. Market conditions show that there is a higher demand for warehouses and distribution facilities, rather than small retail and office spaces. The Project Site as it is currently developed is not economically viable. Rezoning of the Project Site is warranted to redevelop the aging site to enhance the character of its surrounding area through quality architecture, landscaping, and appropriate site arrangement. General Plan Policy 1.5.2 stipulates that the way remaining vacant lands are developed and existing buildings recycled will influence the City's sustained economic strength, revenue base, and expenditures. The City must continually evolve to meet changing market demands and to continue to attract new and retain established businesses.

The development of a new warehouse building is not allowable in the Commercial Zone and would create inconsistent zoning if it was allowed to be done in this manner. The zone change will create consistency in terms of the zoning designation at the Project Site.

The last development to occur in the area was in 2016. That development included the development of seven new industrial warehouse buildings totaling 246,543 square feet at 751 Echelon Avenue, which is located 220 feet directly south of the Project site.

- b) Does the existing business, commercial or industrial area meet the requirements on a regulated basis of the area? There are no existing businesses as of May 1, 2024. The vacant commercial area meets the requirements on a regulated basis of the area. Industrial uses are currently permitted on five of the seven parcels comprising the Project Site. The two commercial properties currently abut properties which are zoned Industrial; therefore, the current commercial zoning is inconsistent for the area. The proximity to other industrial zoning supports the zone change. The proposed zone change will allow future developments to operate consistently with the new Industrial zoning designation. The City will regulate the affected properties by utilizing the City's Zoning Code and ensuring that any future

development complies with all zoning requirements set forth in the City's Municipal Code.

- c) Will the owner or owners of property be deprived of a property right if the request for zone change is not granted? The owners will be deprived of their right to changes that would allow for improvements to aging buildings and spur revitalization in the area. New buildings and development will be required to comply with current building codes and market conditions.
- d) Will proposed change of zone adversely affect the adjoining property as to value, precedent, or be detrimental to the area? The proposed change of zone will not adversely affect the adjoining property as to value, precedent, or be detrimental to the area. Rezoning of the two parcels on the Project Site allows for improvements to aging buildings and spurs revitalization in the area. This in turn allows for enhanced building design, new development that complies with updated building and fire codes and eliminates dilapidated and blighted structures.

Additionally, the City desires to eliminate any properties that are incompatibly zoned, and to create consistent, uniform zoning in geographical areas throughout the City. This proposed zone change would unite all abutting parcels in the rectangular area between Amar Road, Echelon Avenue, and the Puente Creek Channel, under one zone, Industrial. Further, the zone change will not be detrimental to the area because consistent zoning supports neighborhood values, and because permitting this use will continue to bolster the City's reputation as a desirable place to do industrial work.

- e) Will change of zone be in the interest of furtherance of public health, safety, and general welfare? The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the City's Code. Furthermore, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area. The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the City's Code. Further, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area.

Parcel Map

The Applicant proposes to consolidate the Project Site's seven parcels into one single parcel to ensure no building code inconsistencies with the future development of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

In accordance with Government Code Section 66499.20.2., subdivided lands may be merged and resubdivided without reverting to acreage by complying with all the applicable requirements for the subdivision of land and any local ordinances adopted pursuant thereto. The filing of the final map or parcel map constitutes legal merging of the separate parcels into one parcel and the resubdivision of such parcel, and the real property is thereafter shown with the new lot or parcel boundaries on the assessment roll. The filing of the map constitutes legal merger and resubdivision of the land affected thereby and also constitutes abandonment of all public streets and public easements not shown on the map, provided that a written notation of each abandonment is listed by reference to the recording data creating these public streets or public easements and certified to on the map by the clerk of the legislative body or the designee of the legislative body approving the map.

Pursuant California Government Code 66474, 66474.6, and 66412.3, Staff has determined that the following findings can be made in support of TPM 22-01.

(a) That the proposed map is consistent with applicable general and specific plans. The proposed map is consistent with the City's General Plan, and more specifically with the proposed "Employment" land use designation. TPM 22-01 includes consolidating seven existing parcels into one parcel. The proposed map is consistent with the Employment General Plan designation as the property will be zoned for industrial uses and developed with an industrial/warehouse use.

(b) That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans. The design or improvement of the proposed subdivision with the lot merger is consistent with the following Policy of the General Plan:

LU2-3: Encourage the consolidation of smaller lots and large industrial lots to be occupied by a single tenant as opposed to multiple tenants.

(c) That the site is physically suitable for the type of development. The Project Site is physically suitable for the future development of a warehouse. The size of the proposed warehouse will allow the Project Site to be developed in compliance with all development standards within the Industrial zone. The Project Site was evaluated as a developable lot through a Geotechnical Investigation Report, dated June 8, 2022, and prepared by Langan Engineering and Environmental Services, Inc. The report concluded that the proposed development is considered feasible from a geotechnical standpoint. Additionally, all of the parcels are serviced with all utilities, including electrical, sewer, telecom, and water; therefore, the site is physically suitable for the new warehouse development. Additionally, the proposed new development is designed to meet fire turnaround requirements. All improvements to the site will be reviewed against the California Building Code; therefore, the sites are physically suitable for the proposed density of development.

- (d) That the site is physically suitable for the proposed density of development. With the merger of the seven parcels into a single 10.09-acre parcel, the Project Site complies with the minimum lot size requirements. A Geotechnical Investigation Report on the Project Site dated June 8, 2022, and prepared by Langan Engineering and Environmental Services, Inc. indicates that the site is suitable for warehouse development. The Floor Area Ratio (FAR) will be 0.47 and have a 46.7 percent lot coverage. The density of the Project complies with the lot coverage of 50 percent standard of the Industrial zone and the maximum 0.50 FAR required by the General Plan.
- (e) That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or damage to fish, wildlife, or their habitat in that the subject property is not located on or adjacent to wildlife habitat or protected environmental areas. This subdivision and area have been previously disturbed with roadway improvements and improvements related to the development of commercial and industrial businesses. The newly created lot is improved with multiple driveways. Furthermore, an IS/MND was prepared for the Project and it was determined not to have a significant effect on the environment. Therefore, this Project is not likely to cause environmental damage.
- (f) That the design of the subdivision or type of improvements is not likely to cause serious public health problems. The design of the subdivision and the improvements associated with this Project are not likely to cause serious public health problems in that any new development and improvement of the lot will be required to be in compliance with warehouse development standards as required by the City. Also, operating standards such as requiring the Applicant to coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport and that all uses of hazardous materials be adequately prepared to prevent and mitigate hazardous material releases. In addition to these development standards, any development will be required to comply with the California Building Code. Compliance with these codes will result in any improvements that are not likely to cause serious public health problems.
- (g) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. TPM 22-01 involves merging the seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue. The Project will abandon the easements, right-of-way, and sidewalk ingress to Kaplan Avenue. Kaplan Avenue is a cul-de-sac street with an approximate length of 600 feet and is accessible by Echelon Avenue and Amar Road. Kaplan Avenue is designated as a local street in the City's Circulation Element and is designated as an easement granted to the City. The

vacation of Kaplan Avenue is part of Development Plan Application No. 22-07 that is being considered by the Planning Commission and City Council. Once the City Council approves the vacation of Kaplan Avenue, it will revert back to the current landowner. The proposed vacation allows the City to dispose of unneeded, remnant street right-of-way and implementation of the traffic control plan would ensure that existing conditions are not adversely affected or degraded by Project construction.

- h) GC 66474.6 - The governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit. The LACSD provides wastewater treatment for much of Los Angeles County including the Project Site. Wastewater from the Project Site is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County, near the western boundary of the City of Industry. The SJCWRP serves a population of approximately 1,000,000 people. SJCWRP treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites (LACSD Wastewater). Therefore, the SJCWRP has the capacity to serve.

- i) 66412.3 - In carrying out the provisions of this division, each local agency shall consider the effect of ordinances and actions adopted pursuant to this division on the housing needs of the region in which the local jurisdiction is situated and balance these needs against the public service needs of its residents and available fiscal and environmental resources. The Project Site is not located in an area zoned for housing, and therefore does not affect the housing needs in the region. However, the Project will provide jobs for the region.

Development Plan

The Project is subject to the development standards set forth in Chapters 17.16 and 17.36 of the City's Code.

As provided in Table 1 below, the Project meets or exceeds the Industrial Zone development standards.

Table 1 – Title 17 Zoning Standards

Development Standard	Code Requirement	Proposed	Compliance
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Maximum Building Coverage	50% 219,760 sf	46.7% 205,460 sf	Yes
Maximum Building Height	150 feet	44 feet 6-inches	Yes
Minimum Landscape Coverage Required	12% 52,742 sf	12.1% 53,458 sf	Yes
Parking (150 plus 1 space per 1,000 over 100,000 sf)	255 parking spaces	255 parking spaces	Yes
Setbacks	All buildings and structures shall be set back a minimum of 30 feet from the curb line of all streets.	80-feet from Nelson Avenue. 73-feet from Echelon Avenue.	Yes

Parking and Access

Pursuant to Chapter 17.36.060.K.1. of the City’s Code, the parking requirement for the Project is 150 plus 1 space per 1,000 over 100,000 square feet. This equates to a parking requirement of 255 spaces. The Applicant is proposing a total of 255 parking spaces, thereby complying with the City’s parking requirement.

The Project provides two (2) driveways off Amar Road and one from Echelon Avenue. Per the Congestion Management Plan’s (Chapter 17.68) access requirements, the required minimum driveway width is 26-feet. The proposed driveway widths are 50-feet 10-inches, 42-feet, and 35-feet, respectively. The proposed interior drive aisles are 28 to 30-feet wide throughout the Project Site. The City’s required minimum drive aisle width is 26-feet.

Therefore, the configuration, size, design, and access of the proposed Project complies with the City’s zoning requirements (Chapter 17.36.060) and the City’s congestion management plan (Chapter 17.68).

The City’s Engineering Department has found the Project’s circulation pattern to be in conformance with local, state, and federal regulations regarding circulation and traffic pattern design. Additionally, there is adequate circulation around the Project Site and the parking lot, thereby avoiding any potential traffic impacts such as congestion and/or stacking.

Architecture

The building elevations are similar in scale and massing to adjacent development and establish a smooth transition between uses. The overall architecture is simple and modern, and the color scheme is appropriate to the design. The building facade will include decorative elements such as horizontal reveals with variations of gray tones and patterns. The office entrances will have an assortment of architectural treatments creating a statement consisting of variation of cobalt glass paneling with storefront framing. The entry features are clearly visible, accessible, and designed as a significant aspect of the building's overall composition.

The location of the roll-up doors and loading areas are buffered from public view as they will face south where there are existing industrial buildings.

Setbacks

Pursuant to Section 17.32.040 (Building lines) of the City's Code, building setbacks are required to be a minimum of 30-feet from the curb line of any street (Amar Avenue and Echelon Avenue) or highway to the building, whether the street is improved or not. The proposed building is setback 80-feet from Nelson Avenue and 73-feet from Echelon Avenue. Therefore, it is in compliance with the City's minimum required setback distance.

Landscaping

The Project Site will be improved with 53,458 square feet of proposed landscaping, mostly along the perimeter of the Project Site and within the parking areas. Section 17.36.060.Q. (Standard of review and development guidelines) of the City's Code requires that a minimum of 12 percent of the Project Site be devoted to landscaping. Based on this requirement, a minimum of 52,742 square-feet of landscaping is required for the 10.09-acre. The Project complies with this requirement by proposing a total of 12.1 percent or 53,458 square feet of landscaping.

Staff has determined that the following findings can be made in support of the proposed Development Plan.

- a) The site is suitable for development in accordance with the development plan because the Project is in conformance with the City's General Plan, Zoning Code and all applicable development standards outlined within Chapter 17.36.060 of the Zoning Code. This includes setbacks, building height, parking, and landscape standards. Further, pursuant to the provisions of the General Plan, industrial uses are permitted in the Employment land use designation, and the Project does not conflict with the established goals and objectives of the Land Use Element of the General Plan. The Project consists of the demolition of ten existing industrial buildings totaling 123,454 square feet, and construction of a new 205,460 square-foot industrial building and is in accord with the objectives of the Zoning Code in that the Zoning Code designates the Project Site as Industrial. The proposed development is consistent with the land use intent of the Industrial Zone because

the warehouse is speculative, and no known tenants have been identified. Furthermore, the warehouse is principally permitted in the Industrial zoning designation.

- b) The total development is arranged to avoid traffic congestion, ensure the public health, safety, and general welfare, or prevent adverse effects upon neighboring properties because it has been designed to minimize any potential impacts by complying with the City's Code. The City's Code requires all driveways and drive-aisles to be a minimum of twenty-six feet in width. The Project is accessible via a fifty-foot-ten-inch (50'-10") driveway and a forty-two-foot (42') driveway off Amar Road, and a thirty-five-foot (35') driveway off Echelon Avenue. The required minimum driveway width is 26-feet. The Project provides interior drive aisles that are 28 to 30-feet wide throughout the Project site. Additionally, there is adequate circulation around the Project site and the parking lot, thereby avoiding any potential traffic impacts such as congestion and/or stacking. Furthermore, conditions of approval are incorporated to prevent the Project from having any adverse effects upon the public health, safety, and general welfare of neighboring properties. Conditions include a requirement to comply with the Los Angeles County Noise Ordinance regarding hours permitted for construction, compliance with the standards set for in the California Building Code, standards and requirements from the City's Public Works/Engineering Department, Los Angeles County Regional Water Quality Control Board, and South Coast Air Quality Management District.
- c) The project is in general accord with all elements of the City's Zoning Code because the development complies with all development standards regarding building setbacks, building height, parking, access, screening, and design. The development meets the minimum setback requirements of 30-feet, as the proposed building is setback 76-feet from Amar Road and 73-feet from Echelon Avenue. The building height complies with the maximum building height of 150-feet. The proposed building is 44-feet 6-inches high. Section 17.36.060.K. of the City's Municipal Code ("Code") specifies that "the number of parking spaces which shall be provided is based upon the square footage of the building which they are intended to serve and the use to which that building is to be put." Based on the total building area of 205,460 square feet, the Project requires 255 parking stalls. The Project includes 203 standard parking stalls and 52 compact parking stalls, for a total of 255 parking stalls. Additionally, the Project includes 34 trailer parking stalls, 24 dock-high doors for truck docking, and two (2) additional doors at grade. Thus, the proposed parking for the Project complies with the City's Municipal Code. Pursuant to Section 17.36.060.Q. of the City's Code, 12 percent of the subject parcel must be landscaped, which is 53,458 square feet for the Project site. The building will be designed to be similar in scale and massing to adjacent development and will establish a smooth transition between uses.

- d) The development is consistent with the provisions of the general plan or any applicable redevelopment plan because the proposed building is consistent with the Employment land use designation set forth in the City's General Plan. Permissible land uses in the Employment land use designation include manufacturing, warehouses, and storage. Additionally, the Project is consistent with General Plan Policy LU5 that states the City should provide "[h]igh quality and well-maintained properties, buildings, and infrastructure that enhance property values and encourage additional public and private investment." The Project provides a new building that is of high architectural design, along with new infrastructure that will enhance the Property's value. Also, the new development is consistent with Policy LU2-6, which states the City should "[s]upport the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects" the new building will be solar ready, thereby supporting the use of an energy saving design. Additionally, the Project will create new job opportunities and support the City in its goal of remaining an employment and commercial hub for the San Gabriel Valley and Los Angeles metropolitan area (Goal LU1), and accommodates business and employment uses as a primary land use (Policy LU1-1) and is consistent with Policy LU2-3 by consolidating smaller lots and a larger industrial lot into a single parcel to be occupied by a single tenant as opposed to multiple tenants.

Environmental Analysis

An Initial Study/Mitigated Negative Declaration ("IS/MND") was completed in compliance with the California Environmental Quality Act (CEQA). The IS/MND concludes that the Project will not have a significant adverse impact on the environment with the implementation of recommended Conditions of Approval and mitigation measures contained in the IS, which have been incorporated in the Conditions of Approval. A Notice of Availability/Notice of Intent (NOA/NOI) to adopt a MND was advertised and distributed to initiate a 20-day public comment period, beginning on January 26, 2024, and concluded on February 14, 2024.

Two comment letters were received. One was from Lum, Collins & Ho LLP representing the Golden State Environmental Justice Alliance (GSEJA). The other comment letter was received from Lozeau Drury LLP representing the Supporters Alliance For Environmental Responsibility ("SAFER"). Both comment letters believe that the proposed IS/MND is flawed and that an EIR should be prepared for the Project. Staff has reviewed the comments and does not agree with the commenters' statements that an EIR must be prepared to analyze the impacts associated with the proposed Project. Staff believes the Draft IS/MND provides substantial evidence that implementation of the proposed Project would not create significant and unavoidable environmental impacts. Staff's response to the comment letters is attached to the Draft IS/MND. (Exhibit C).

In accordance with the California Environmental Quality Act ("CEQA"), the proposed

Project was required to undergo an environmental review to determine any potential impacts through the preparation of an IS/MND (Exhibit G). The IS/MND determined that the Project will have less than significant impacts with the incorporation of mitigation measures. Specifically, the Project has the potential for significant effects in environmental topics which include Biological, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources, however, each potential impact will be mitigated to less than significant with the mitigation measures identified in the IS/MND. The mitigation measures have been prepared in conformance with Section 21081.6 of the California Public Resources Code, and conditions of approval will be put in place to ensure compliance with the mitigation measures. Section 21081.6 of the California Public Resources Code requires a public agency to provide measures to mitigate or avoid significant effects on the environment which are fully enforceable through permit conditions, agreements, or other measures.

The following is a list of each potentially significant impact of the Project identified in the IS/MND. The title of each impact (e.g., Impact CUL-1) corresponds with the discussion of each impact contained in the IS/MND. Each potential impact is followed by a mitigation measure or measures. Each impact and mitigation measure are followed by an appropriate finding, in accordance with CEQA requirements. In each case, the mitigation measures listed below reduce the potential impact to a less-than-significant level.

BIO-1: Pre-Construction Nesting Bird Survey

If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), 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 CFGC, the nesting bird survey shall occur no earlier than 15 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).

CUL-1 Inadvertent Archaeological Discovery

If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which are evidence of cultural or

archaeological resource are discovered, the Property owner shall immediately advise the City of such, and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.

GEO-1 Grading and Construction

The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc. dated June 8, 2022 (Appendix F). The recommendations are presented in Section 6.0 Geotechnical Design Recommendations and Section 7.0 Construction Considerations of the report under the following subheadings: seismic design parameters, expansive soil, building foundations, spread footings or continuous footings, lateral resistance, floor slab, flatwork, corrosion considerations, pavement recommendations, utilities, site drainage, site preparation, and engineered fill and compaction criteria (pages 6-13).

GEO-2 Inadvertent Paleontological Discovery

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

HAZ-1 Hazards & Hazardous Materials

The Project shall incorporate the recommendations provided in the Environmentally Regulated Materials Survey Report prepared by Citadel EHS, dated November 17, 2022 (Appendix E). The recommendations are presented in Section 4.0 Conclusions and Recommendations under the following sub-headings: Asbestos and Lead-Containing Materials (pages 12-15).

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 commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
 - 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 Resource Objects (Non-Funery/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.

Public Notification

On June 28, 2024, the Public Hearing Notice was published in the San Gabriel Valley Tribune, and on June 28, 2024, it was mailed out to property owners within three hundred feet of the Project Site, and was posted at the Project Site, City Hall, City of Industry Council Chambers, Fire Station 118, and on the City's website.

Public Comments

The Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies.

Fiscal Impact

Development of the Project will generate revenues for the City in the form of building permit fees which defray planning and inspections costs, as well as additional property tax revenue.

Recommendations

Based on the analysis set forth herein, Staff recommends that the Planning Commission adopt Resolution No. PC 2024-08, Resolution No. PC 2024-09, Resolution No. PC 2024-10, Resolution No. PC 2024-12, and Resolution No. PC 2024-13, recommending that the

City Council approve the IS/MND, the General Plan Amendment, the Zoning Code Amendment, the Parcel Map, and the Development Plan.

- A. Location Map
- B. Project Plans
- C. Public Hearing Notice
- D. Resolution No. PC 2024-08 – IS/MND
- E. Resolution No. PC 2024-09 – GPA 22-02
- F. Resolution No. PC 2024-10 – ZA 22-02
- G. Draft Ordinance
- H. Resolution PC 2024-12 – PM 22-01 (TPM 083978)/ PM 22-01 Conditions of Approval
- I. Resolution PC 2024-13 – DP No. 22-07/DP No. 22-07 Conditions of Approval
- J. Initial Study/Mitigated Negative Declaration
- K. Response to comments received on Initial Study/Mitigated Negative Declaration

Exhibit A

LOCATION MAP

[Attached]

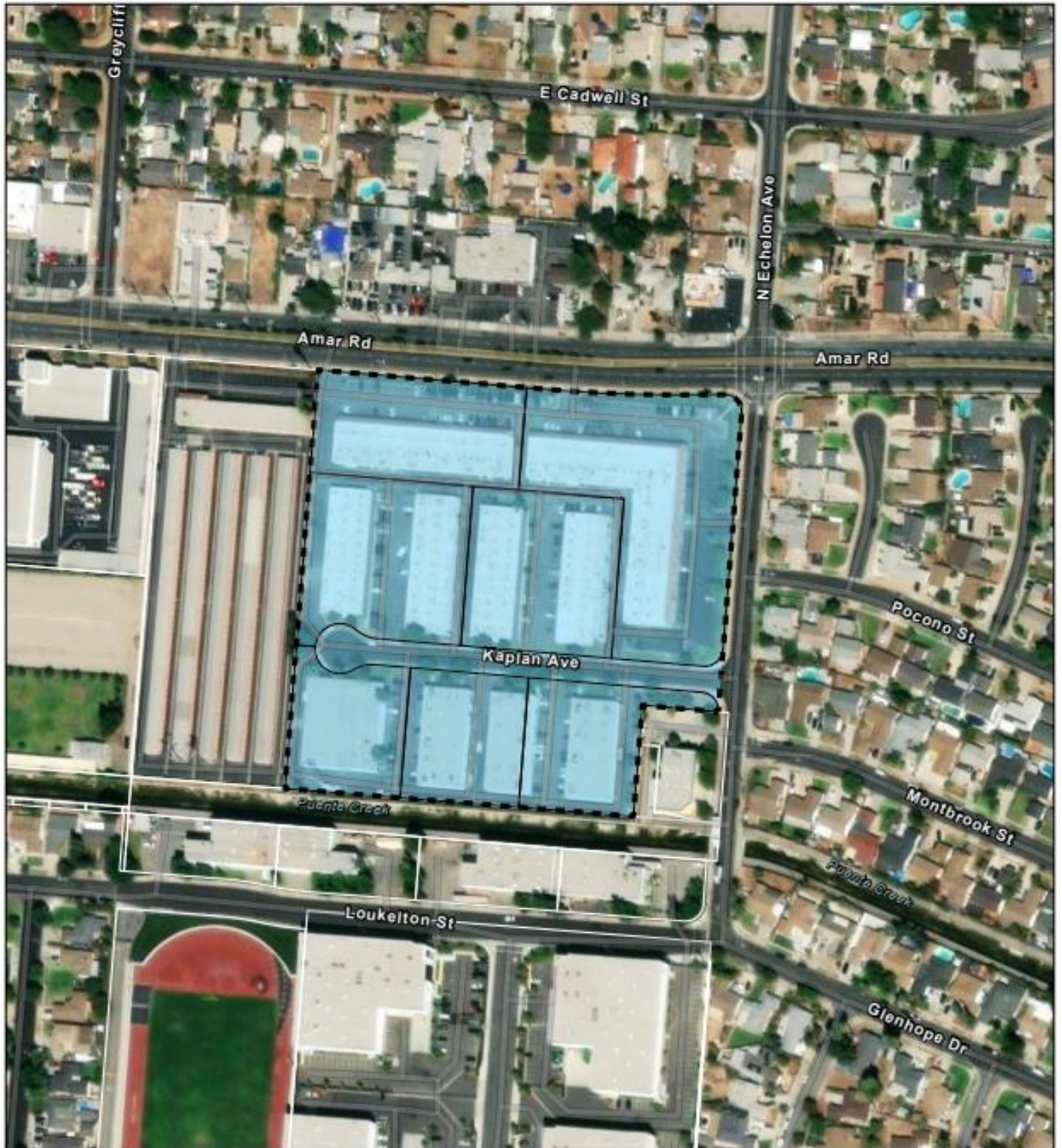


Figure 2-2 Project Boundary
 Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
 City of Industry, County of Los Angeles



0 125 250 500
 US Feet

Exhibit B

PROJECT PLANS

[Attached]



AMAR ROAD ELEVATION VIEW



OFFICE ENTRANCE PERSPECTIVE VIEW

WARE MALCOMB
ARCHITECTURE
PLANNING
INTERIORS
CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT
100 Folsom
Irvine, CA 92618
P 949.660.0128

Hines

AMAR INDUSTRY HILLS

15940 - 16016 AMAR RD. & 15940 - 16040 KAPLAN AVE.
CITY OF INDUSTRY, CA. 91744

EXTERIOR VIEWS

REMARKS

DATE
2023-08-16

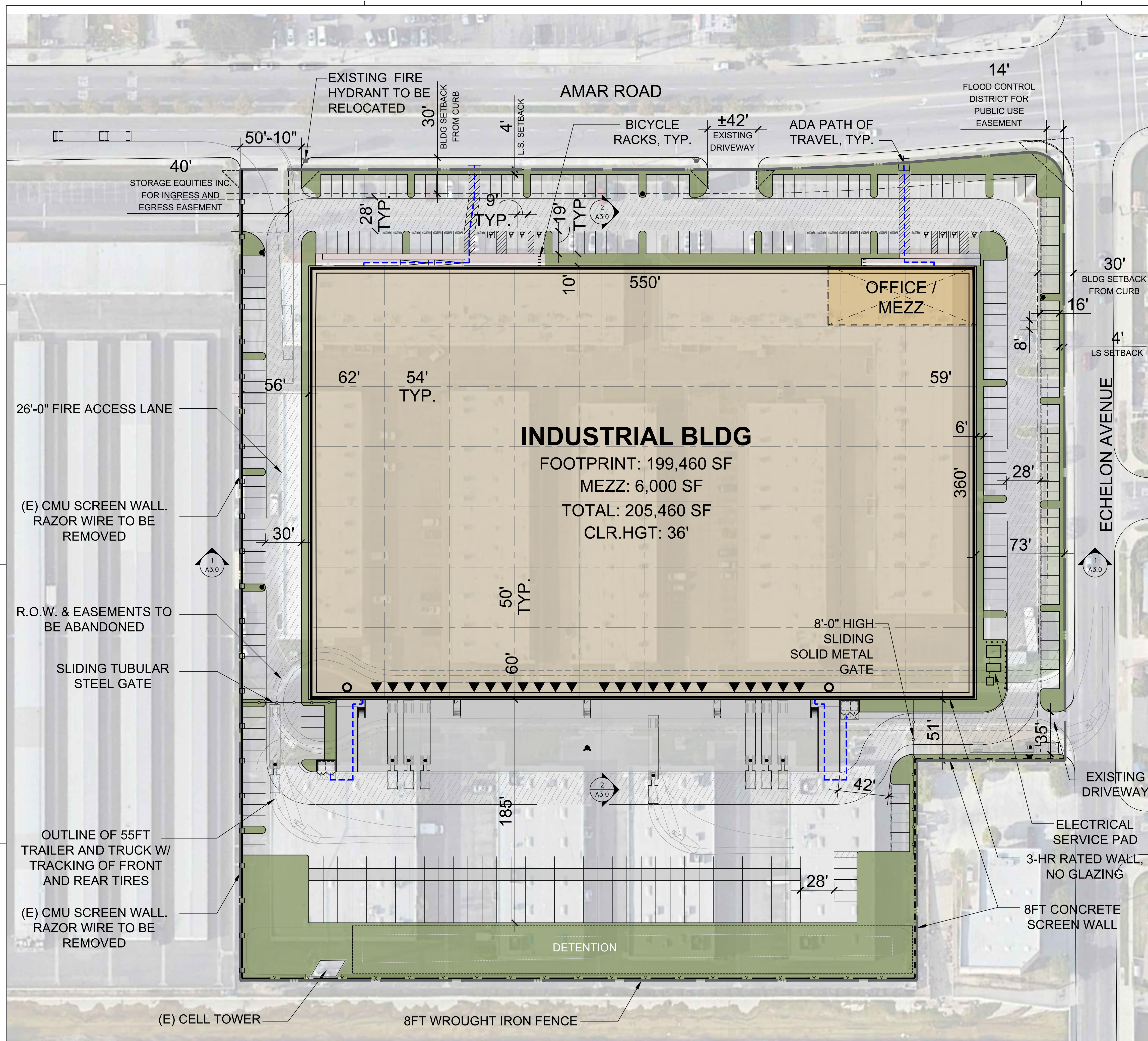
PA/PM: M. SHALABY

DRAWN BY: P. THARUR

JOB NO.: IRV22-0084-00

SHEET

A6.0



LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:
 PARCELS 2 TO 8 INCLUSIVE OF PARCEL MAP NO. 129, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN BOOK 107 PAGES 45 AND 46 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A METES AND BOUNDS DESCRIPTION OF SAID PARCEL A IS AS FOLLOWS:
 BEGINNING AT A POINT ON THE SOUTHERLY LINE OF AMAR ROAD AS SHOWN ON SAID PARCEL MAP, SAID POINT ALSO BEING THE NORTHWEST CORNER OF PARCEL 2 OF SAID PARCEL MAP; THENCE SOUTH 85° 39' 28" EAST TO THE NORTHERLY LINE OF PARCEL 2 AND PARCEL 3 OF SAID PARCEL MAP A DISTANCE OF 398.26 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 2050.00 FEET; THENCE NORTHEASTERLY 173.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 50' 36"; THENCE NORTH 89° 29' 46" EAST CONTINUING ALONG THE NORTHERLY LINE OF SAID PARCEL 3 A DISTANCE OF 82.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 27.00 FEET; THENCE SOUTHEASTERLY 44.62 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 94° 40' 41" TO THE WESTERLY LINE OF ECHELSON AVENUE AS SHOWN ON SAID PARCEL MAP; THENCE SOUTH 4° 10' 27" WEST ALONG SAID WESTERLY LINE ALSO BEING THE EASTERLY LINE OF SAID PARCEL 3 A DISTANCE OF 378.38 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 29.00 FEET; THENCE SOUTHWESTERLY 45.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90° 09' 10" TO THE NORTHERLY LINE OF KAPLAN AVENUE (42' WIDE) ALSO BEING THE SOUTHERLY LINE OF SAID PARCEL 3; THENCE NORTH 85° 40' 23" WEST ALONG THE SOUTHERLY LINE OF SAID PARCELS 3, 4 AND 5 A DISTANCE OF 526.72 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 60.00 FEET; THENCE NORTHWESTERLY 37.60 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35° 54' 14" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 40.00 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF A REVERSE CURVE BEARS NORTH 40° 13' 51" EAST; THENCE WESTERLY SOUTHWESTERLY AND EASTERLY 175.79 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 251° 48' 28" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 60.00 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF A REVERSE CURVE BEARS NORTH 86° 22' 10" WEST; THENCE NORTH 85° 39' 28" WEST A DISTANCE OF 122.93 FEET TO AN ANGLE POINT; THENCE SOUTH 4° 20' 32" WEST A DISTANCE OF 182.50 FEET TO THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID PARCEL 8, ALSO BEING THE NORTHERLY LINE OF PUENTE CREEK AS SHOWN ON SAID PARCEL MAP THENCE NORTH 85° 39' 28" WEST ALONG THE SOUTHERLY LINE OF SAID PARCELS 8, 7 AND 6 A DISTANCE OF 561.76 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 6; THENCE NORTH 41° 20' 22" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 6, 5 AND 2 A DISTANCE OF 673.07 FEET TO THE POINT OF BEGINNING SUBJECT TO ALL LEGAL HIGHWAYS AND EASEMENTS OF RECORD.

PARCEL B:
 NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS, PURSUANT TO THAT CERTAIN RECIPROCAL GRANT OF EASEMENTS FOR INGRESS AND EGRESS RECORDED APRIL 1, 1987 AS INSTRUMENT NO. 87-501049 OF OFFICIAL RECORDS, OVER THE SOUTHERLY MOST 25 FEET OF THE NORTHERLY MOST 50 FEET OF PARCEL 1 OF PARCEL MAP NO. 129, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN BOOK 107, PAGES 45 AND 46 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 8250-001-011, APN: 8250-001-012, APN: 8250-001-013, APN: 8250-001-014, APN: 8250-001-015, APN: 8250-001-016, APN: 8250-001-017

PROJECT DATA:

SITE AREA:	
GROSS:	10.09 AC
DETTENTION:	@ 5% 20,841 SF
NET:	9.61 AC
BUILDING AREA:	
FOOTPRINT:	199,460 SF
MEZZANINE:	6,000 SF
TOTAL BUILDING AREA:	205,460 SF
BUILDING USE:	
WAREHOUSE	193,460 SF
OFFICE	@ 6% 12,000 SF
FAR:	
GROSS:	0.47
NET:	0.49
COVERAGE:	
GROSS:	45%
NET:	48%

PARKING REQUIRED:		
WAREHOUSE		
<25K SF	1/500 SF	50 STALLS
25-100K SF	1/750 SF	100 STALLS
>100K SF	1/1000 SF	105 STALLS
TOTAL		255 STALLS
PARKING PROVIDED:		
STANDARD: (9x19)		202 STALLS
COMPACT: (8x16)	@ 21%	55 STALLS
TOTAL		257 STALLS
	REQ. ACCESSIBLE: (9x18)	7 STALLS
		34 STALLS

TRAILER:	
DOCK-HIGH DOORS	24
GRADE-LEVEL DOORS	2
BICLCLE RACKS PROVIDED	@5% 14 RACKS
LANDSCAPE PROVIDED (INCLUDING DETENTION)	@ 12% 53,458 SF

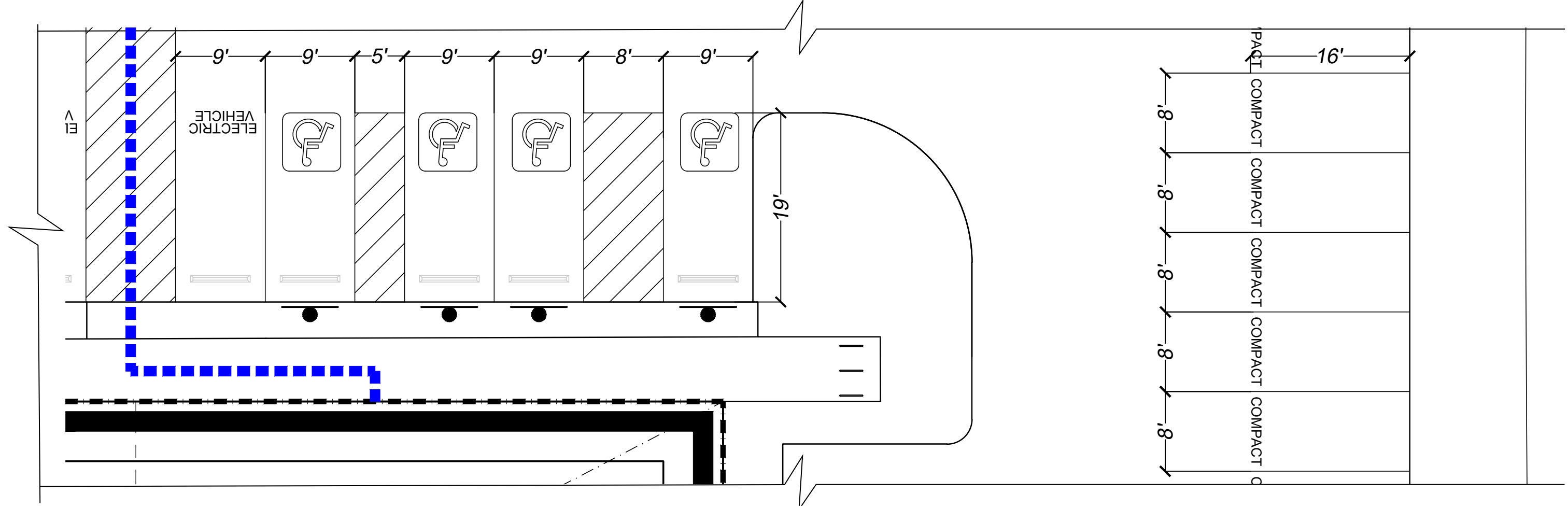
DEVELOPMENT STANDARDS:	
ZONING:	M ⁷
MAX. COVERAGE:	50% ¹
MAX. BLDG. HT.:	150 FT
BUILDING SETBACKS:	
FRONT:	30 FT ³
SIDE:	0 FT ³
REAR:	0 FT ³
LANDSCAPE SETBACKS:	
FRONT:	3 FT ⁶
SIDE:	0 FT ⁶
REAR:	0 FT ⁶
LANDSCAPE REQ.:	12% ⁵

OFF-STREET PARKING:	
STANDARD:	9x19
COMPACT:	8X16
COMPACT %:	20%
DRIVE AISLE:	26 FT
FIRE LANE:	28 FT ⁴
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1000 SF ²

- NOTES:**
- lots less than 80K = 33%, 50K to 99,999 SF = 40%, 60K and more = 50%. Office area cannot be greater than 1/3 of floor area
 - 0-25K = 1/500, 25K-100K = 50 spaces plus 1/750 of floor area over 25K. Over 100K = 150 spaces plus 1/1000 over 100K
 - All buildings and structures shall be set back a minimum of 30' from curb line of all streets
 - If building height exceeds 34', a 28' wide fire lane on 1 or more sides of the building
 - 12% of the total lot area. Concentrated along public streets and areas clearly visible to public
 - A minimum of 3' wide landscape strip must be provided along all property lines adjacent to public roadways
 - The site comprises of multiple parcels zoned for Manufacturing and Commercial. Assuming rezoning/consolidation as Manufacturing.
 - The required size of parking space is nine feet in width by nineteen feet in length pursuant to Section 17.36.060(K)(2) of the City of Industry Municipal Code.
 - The required size for compact space is eight feet in width by sixteen feet in length pursuant to Section 17.36.060(K)(2) of the City of Industry Municipal Code.

SITE PLANNING

SCALE: 1" = 40'-0" 1" = 50'



LEGEND

- EXISTING CMU SCREEN WALL, RAZOR WIRE TO BE REMOVED
- 8FT HIGH CONCRETE SCREEN WALL
- 8FT HIGH WROUGHT IRON FENCE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL, 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE
- 150' DIA HOUSE PULL DISTANCE FROM FIRE HYDRANT
- GRADE LEVEL TRUCK DOOR
- DOCK LEVEL TRUCK DOOR
- 26'-0" FIRE LANE ROAD

WARE MALCOMB
 10 Echelon
 Irvine, CA 92618
 P:949.660.9128

CIVIL ENGINEERING
 PLANNING
 BRANDING
 INTERIORS
 BUILDING MEASUREMENT

Hines

AMAR ROAD
AMAR ROAD
 CITY OF INDUSTRY, CA

SITE PLAN	
DATE	2023.08.16
REMARKS	5TH PLANNING SUBMITTAL

PA/PM:	M. SHALABY
DRAWN BY:	P. THARUR
JOB NO.:	IRV22-0084-00

SHEET
A1.0

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design: SURFACE AND UNDERGROUND DETENTION



PERSPECTIVE VIEW - ECHELON AVE.

WARE MALCOMB
 ARCHITECTURE CIVIL ENGINEERING
 PLANNING BRANDING
 INTERIORS BUILDING MEASUREMENT
 10 EIGHTH
 IRVINE, CA 92618
 P: 949.869.3128

Hines

AMAR INDUSTRY HILLS
 15940 - 16016 AMAR RD. & 15940 - 16040 KAPLAN AVE.
 CITY OF INDUSTRY, CA. 91744

PERSPECTIVE VIEW - ECHELON AVE.

DATE: 2023-08-16

REMARKS: 5TH PLANNING SUBMITTAL

PA/PM: M. SHALABY

DRAWN BY: P. THARUR

JOB NO.: IRV22-0084-00

SHEET

A6.1

Exhibit C

PUBLIC HEARING NOTICE

[Attached]



CITY OF INDUSTRY

15625 Mayor Dave Way. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

NOTICE OF PUBLIC HEARING NOTICE REGARDING INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, GENERAL PLAN AMENDMENT NO. 22-02 TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM COMMERCIAL TO EMPLOYMENT, AND ZONE CHANGE NO. 22-02 TO CHANGE THE ZONING CLASSIFICATION FROM COMMERCIAL (C) TO INDUSTRIAL (M), FOR PROPERTIES LOCATED AT 15940 AND 16016 AMAR ROAD (ASSESSOR'S PARCEL NUMBERS 8250-001-011 AND 8250-001-012); TENTATIVE PARCEL MAP NO. 22-01 (TPM 083978) TO MERGE SEVEN (7) EXISTING PARCELS LOCATED AT 15940-16016 AMAR ROAD AND 15940-16040 KAPLAN AVENUE INTO A SINGLE 10.09-ACRE PARCEL; AND DEVELOPMENT PLAN APPLICATION NO. 22-07 FOR THE PROPOSED CONSTRUCTION OF A 205,460 SQUARE-FOOT TILT-UP CONCRETE INDUSTRIAL BUILDING AND ASSOCIATED IMPROVEMENTS ON THE SEVEN EXISTING PARCELS

Public Meeting: Notice is hereby given of a public hearing before the City of Industry Planning Commission, to be held on Tuesday, July 9, 2024, at 11:00 a.m. in the City Council Chamber, 15651 Mayor Dave Way, City of Industry, CA 91744 to consider the proposed project described above.

Project Description: Amar Industry Hills LLC ("Applicant"), submitted to the City of Industry ("City") applications for a General Plan Amendment ("GPA"), Zone Change ("ZC"), Tentative Parcel Map ("TPM"), and Development Plan ("DP") for the construction of the proposed Amar Industry Hills Development, on approximately 10.09 acres of developed land ("Project") located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue in the City ("Project Site"). The Project Site includes seven (7) parcels: Assessor's Parcel Numbers (APNs) 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, and 8250-001-017. The following applications for the Project are proposed:

- General Plan Amendment No. 22-02 ("GPA 22-02") to change the General Plan land use designation from Commercial to Employment for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 ("ZC 22-02") to change the zone classification from Commercial (C) to Industrial (M) for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 ("TPM 22-01"), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue.
- Development Plan No. 22-07 ("DP 22-07") for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

Environmental Determination: In accordance with the provisions of the California Environmental Quality Act ("CEQA"), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration ("IS/MND") analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project could all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program ("MMRP").

The Notice of Availability and Notice of Intent was published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies.

The IS/MND and MMRP concluded that implementation of the project could result in a significant effect on the environment and identified a mitigation measure that would reduce the significant effects to a less-than-

significant level. The project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration.

Location: APN 8250-001-011 (15940 Amar Rd) and APN 8250-001-012 (16016 Amar Rd). APN 8250-001-013 (16023 Kaplan Ave), APN 8250-001-014 (15941 Kaplan Ave), APN 8250-001-015(15940 Kaplan Ave), APN 8250-001-016(16000 Kaplan Ave), and APN 8250-001-017(16040 Kaplan Ave).

Please submit comments to Dina Lomeli, Contract Senior Planner via email at dlomeli@cityofindustry.org or written comments to:

Dina Lomeli, Contract Senior Planner
City of Industry
Planning Department
15625 Mayor Dave Way, Suite 100
City of Industry, CA 91744



Julie Gutierrez-Robles, City Clerk

Exhibit D

RESOLUTION NO. PC 2024-08 - IS/MND

[Attached]

RESOLUTION NO. PC 2024-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR GENERAL PLAN AMENDMENT NO. 22-02 TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM COMMERCIAL TO EMPLOYMENT FOR ASSESSOR'S PARCEL NUMBERS 8250-001-011, AND 8250-001-012, ZONE CHANGE NO. 22-02 TO CHANGE THE ZONING CLASSIFICATION FROM COMMERCIAL (C) TO INDUSTRIAL (M) FOR ASSESSOR'S PARCEL NUMBERS 8250-001-011, AND 8250-001-012, PARCEL MAP NO. 22-01 FOR TENTATIVE PARCEL MAP NO. 083978 TO MERGE SEVEN (7) EXISTING PARCELS INTO A SINGLE 10.09-ACRE PARCEL, AND DEVELOPMENT PLAN APPLICATION NO. 22-07 FOR THE PROPOSED CONSTRUCTION OF A 205,460 SQUARE-FOOT TILT-UP CONCRETE INDUSTRIAL BUILDING AND ASSOCIATED IMPROVEMENTS, FOR THE PROPERTY GENERALLY LOCATED AT 15940-16016 AMAR ROAD AND 15940-16040 KAPLAN AVENUE, CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, Amar Industry Hills LLC ("Applicant"), filed a complete Application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California ("Project Site"):

- General Plan Amendment No. 22-02 ("GPA 22-02") to change the General Plan land use designation from Commercial to Employment for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 ("ZC 22-02") to change the zone classification from Commercial (C) to Industrial (M) for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 ("TPM 22-01"), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 ("DP 22-07") for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements; and

WHEREAS, GPA 22-02, ZC 22-02, TPM 22-01, and DP 22-07, are collectively referred to herein as the "Project"; and

WHEREAS, the Applications apply to the Project Site which is currently developed with ten buildings totaling 164,259 square feet. The seven properties are located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, further described as Assessor's Parcel Numbers (APNs) 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, 8250-001-017; and

WHEREAS, the Applicant is requesting approval of the aforementioned entitlements in order to create consistency and uniformity in the land use and zoning designations in an industrial area of the City, and to facilitate the development of a 205,460 square-foot tilt-up concrete industrial building and associated improvements; and

WHEREAS, the existing ten buildings will be demolished as part of the approval of DP 22-07 for the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements; and

WHEREAS, in accordance with the California Environmental Quality Act ("CEQA"), California Public Resources Code Section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City, an initial study was performed, the result of which was preparation and circulation of a mitigated negative declaration ("IS/MND") analyzing the Project, and concluding that approval of the Project does not have a significant effect on the environment, because the impacts of the Project can all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, the Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The proposed Project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts is mitigated to less than significant with the mitigation measures identified in the proposed IS/MND and MMRP; and

WHEREAS, that public comments were received and a Final MND with responses to submitted comments was prepared; and

WHEREAS, notice of the Planning Commission's, public hearing on the Application was published in The San Gabriel Valley Tribune June 28, 2024, was mailed to property owners within 300 feet of the Project Site, and was posted at the Project Site and at City Hall Council Chambers, Fire Station 118, and the City's website on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing to consider the IS/MND and MMRP, and considered all testimony written and oral; and

WHEREAS, the Planning Commission has reviewed and carefully considered the information in the IS/MND and MMRP, including all comment letters submitted, and makes the findings contained in this Resolution, and recommends that the City Council adopt the IS/MND and MMRP, as an objective and accurate document that reflects the independent judgment and analysis of the City in the discussion of the project's environmental impacts; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDUSTRY DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1: That based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code § 21000, *et seq.* ("CEQA") and the CEQA Guidelines, 14 California Code of Regulations § 15000, *et seq.*; the IS/MND and MMRP, prepared for the Project, including all written comments received; all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed public hearing of July 9, 2024, and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission hereby finds as follows:

- a. The foregoing recitals are true and correct and made a part of this Resolution.
- b. The IS/MND and MMRP for the Project including any comment letters received, are attached hereto as Attachment 1, and are incorporated by reference as part of this Resolution, as if each were set forth fully herein.

- c. The documents and other material constituting the record for these proceedings are located at the Office of the City Clerk, City of Industry, 15625 Mayor Dave Way, Suite 100, City of Industry, CA 91744.
- d. The proposed General Plan Amendment is internally consistent with all other provisions of the General Plan because it is consistent with the Land Use Element. GPA No. 22-02 is consistent with the goals and policies within the Land Use Element by accommodating employment land uses. Specifically, Goal LU1 calls for the City to act as an employment and commercial hub for the San Gabriel Valley and greater Los Angeles Area. Further, Policy LU1-1 sets forth that the City should try to accommodate businesses by making employment-based land uses a priority in the City. Also, the proposed land use change from Commercial to Employment will fulfill goal LU2 by creating a competitive business climate and prioritizing a land use that will allow for a blend of businesses that best serve the long-term economic future of the City. In this case, the existing Commercial land use designation is not ideal for the long-term growth of the City because under LU2-2, commercial land uses such as retail should be located near major intersections and areas of high visibility. High visibility, combined with high traffic means ample opportunities for a passerby to stop in to purchase something from a tenant business. The Project Site is in an area that does not have high commercial visibility. The Project site is surrounded by industrial, and storage uses to the west and south. East of Echelon Avenue lies within unincorporated Los Angeles County and consists of single-family residences. North of Amar Road is a mix of small commercial businesses and residences and lies within the jurisdictional boundary of unincorporated Los Angeles County in the community of Valinda. The commercial businesses located on the northside of Amar are located on small lots with limited street frontage, with buildings placed at the rear of the property thereby limiting their view from the street. Also, these properties do not have any dedicated turn lanes and multiple points of entry and exit.
- e. In accordance with CEQA, the Planning Commission has considered the IS/MND and MMRP for the Project, including any comments received, and based on the entirety of the record, as described above, the Planning Commission, exercising its independent judgment and analysis makes the following findings regarding the environmental analysis of the Project:
 - i. Design features of the Project as well as the mitigation measures proposed in the IS/MND and included in the MMRP, will operate to ensure the impacts of the Project will not exceed established CEQA thresholds of significance. Therefore, and as further documented in the

IS/MND for the Project, additional mitigation measures beyond those established in the MMRP are not required for the Project.

- ii. For the reasons stated in this Resolution, the Planning Commission finds that there is no substantial evidence in the record supporting a fair argument that approval of the Project will result in a significant environmental effect.
- iii. The Planning Commission of the City of Industry hereby makes the findings contained in this Resolution and recommends that the City Council adopt IS/MND and MMRP for the Project.

SECTION 2: The provisions of this Resolution are severable and if any provision, clause, sentence, word, or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words, or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 3: That the City Clerk shall certify the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Industry at a regular meeting held on July 9, 2024, by the following vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

Jacob Cortez, Chairperson

ATTEST:

Julie Gutierrez-Robles, Secretary

Exhibit E

Resolution No. PC 2024-09 – GPA 22-02

[Attached]

RESOLUTION NO. PC 2024-09

A RESOLUTION OF THE PLANNING COMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. 22-02, AMENDING THE EXISTING GENERAL PLAN LAND USE DESIGNATION FOR ASSESSOR'S PARCEL NUMBERS 8250-001-011 AND 8250-001-012 (15940 AMAR ROAD AND 16016 AMAR ROAD, CITY OF INDUSTRY, CALIFORNIA) FROM COMMERCIAL TO EMPLOYMENT, AND MAKING FINDINGS IN SUPPORT THEREOF

RECITALS

WHEREAS, Amar Industry Hills LLC (“Applicant”), filed a complete Application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California (“Project Site”):

- General Plan Amendment No. 22-02 (“GPA 22-02”) to change the General Plan land use designation from Commercial to Employment for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 (“ZC 22-02”) to change the zone classification from Commercial (C) to Industrial (M) for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 (“TPM 22-01”), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 (“DP 22-07”) for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

WHEREAS, GPA 22-02, ZC 22-02, TPM 22-01, and DP 22-07, are collectively referred to herein as the “Project”.

WHEREAS, the Application for GPA 22-02 applies to two adjacent parcels located at 15940 and 16016 Amar Road, City of Industry, California, further described as Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012. Assessor’s Parcel Number 8250-001-011 is located at 15940 Amar Road and is 1.27 acres. Assessor’s Parcel Number is located at 16016 Amar Road and is 2.39 acres. The parcels currently have a General Plan land use designation of Commercial, and are also zoned “C”- Commercial; and

WHEREAS, the Applicant is requesting approval of GPA 22-02 to amend the existing General Plan land use designation of both parcels from Commercial to Employment, to create land use consistency in the surrounding geographical area and ZC 22-02 to change the zoning of the properties from “C”- Commercial, to “M” – Industrial. ZC 22-02 will allow the development of an industrial building and associated improvements in the City’s Industrial Zone; and

WHEREAS, both 15940 and 16016 Amar Road have a current General Plan land use designation of Commercial. The Project Site is located within the northern portion of the City. Land uses surrounding the Project Site include industrial warehouse uses to the south and west, residential uses to the east, and commercial and residential uses to the north. The community of Valinda (unincorporated Los Angeles County) is located east of Echelon Avenue and north of Amar Road. The Project Site is located in the southwest corner of Amar Road and Echelon Avenue which are established roads within the urban, built-up environment of the surrounding area. In an effort to create consistent land uses in the geographical area where the Project Site is located, it is necessary to amend the General Plan to designate the parcels as Employment. Further, the Applicant also desires to develop a 205,460 square-foot tilt-up concrete industrial building and associated improvements, which is permitted in the Employment land use designation; and

WHEREAS, the Planning Commission finds that GPA 22-02 is in conformity with the goals and policies of the City’s General Plan because it will make the General Plan land use designation of the two parcels consistent with that of the surrounding properties. The Project will also comply with the goals and policies of the General Plan by accommodating Employment land uses; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (“CEQA”), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration (“IS/MND”) analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project can all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program (“MMRP”); and

WHEREAS, the Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND and MMRP concluded that implementation of the Project could result in significant effects on the environment and identified mitigation measures

that would reduce the significant effects to a less-than-significant level. The Project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, on July 9, 2024, the Planning Commission conducted a duly noticed public hearing, and reviewed and carefully considered the information in the IS/MND and MMRP, and all testimony written and oral, and adopted Resolution No. PC 2024-08, recommending that the City Council adopt the IS/MND and MMRP for the Project; and

WHEREAS, notice of the Planning Commission's, public hearing on the Application was published in The San Gabriel Valley Tribune June 28, 2024, was mailed out to property owners within 300 feet of the Project Site, and was posted at the Project Site and at City Hall Council Chambers, Fire Station 118, and the City's website on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing to consider the Application and considered all testimony written and oral; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDUSTRY DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1: The Planning Commission finds that all of the facts set forth in the Recitals are true and correct and are incorporated herein by reference.

SECTION 2: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the Municipal Code of the City of Industry.

SECTION 3: Based upon substantial evidence presented to the Planning Commission during the July 9, 2024, public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the IS/MND, MMRP and the City's Code, and any documents provided by the public to the Planning Commission at the July 9, 2024, public hearing, the Planning Commission finds as follows:

- a) The proposed General Plan Amendment is internally consistent with all other provisions of the General Plan because it is consistent with the Land Use Element. GPA No. 22-02 is consistent with the goals and policies within the Land Use

Element by accommodating employment land uses. Specifically, Goal LU1 calls for the City to act as an employment and commercial hub for the San Gabriel Valley and greater Los Angeles Area. Further, Policy LU1-1 sets forth that the City should try to accommodate businesses by making employment-based land uses a priority in the City. Also, the proposed land use change from Commercial to Employment will fulfill goal LU2 by creating a competitive business climate and prioritizing a land use that will allow for a blend of businesses that best serve the long-term economic future of the City. In this case, the existing Commercial land use designation is not ideal for the long-term growth of the City because under LU2-2, commercial land uses such as retail should be located near major intersections and areas of high visibility. High visibility, combined with high traffic means ample opportunities for a passerby to stop in to purchase something from a tenant business. The Project Site is in an area that does not have high commercial visibility. The Project site is surrounded by industrial, and storage uses to the west and south. East of Echelon Avenue lies within unincorporated Los Angeles County and consists of single-family residences. North of Amar Road is a mix of small commercial businesses and residences and lies within the jurisdictional boundary of unincorporated Los Angeles County in the community of Valinda. The commercial businesses located on the northside of Amar are located on small lots with limited street frontage, with buildings placed at the rear of the property thereby limiting their view from the street. Also, these properties do not have any dedicated turn lanes and multiple points of entry and exit.

- b) The proposed General Plan Amendment is not detrimental to the public health, safety, or general welfare. The proposed General Plan Amendment is a legislative action and will not result in any direct physical impacts; therefore, the action itself could not be detrimental to the public health, safety, or welfare. The proposed General Plan Amendment will change the land use designation of two parcels from Commercial to Employment.

However, the proposed Project involves the demolition of ten (10) existing buildings totaling 150,454 square feet, and the construction of one (1) new industrial building totaling 205,460 square feet. Project construction would require fuels, lubricating fluids, solvents, cleaners, and paint. The use, transport, storage, and disposal of hazardous materials using these substances is subject to existing regulations established by several agencies which the Project would comply with, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department. Additionally, the Project will comply with policies S4-1 through S4-3 of the City's General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials.

The Environmentally Regulated Materials Survey Report prepared by Citadel EHS identified areas within the existing buildings onsite that have not yet been tested but that are presumed to have asbestos-containing materials (PACM) as the building materials were constructed no later than 1980 and are assumed to contain greater than one percent asbestos. Sample testing was limited to the interior of the buildings onsite. Conditions of Approval have been incorporated into the Development Plan Resolution requiring sample testing of the exterior of the buildings and that all disturbances of asbestos-containing materials, and/or abatement operations, must be performed in accordance with the Cal/OSHA requirements set forth in 8 CCR 1529. Given the location of the subject facility, all asbestos abatement must also be performed in accordance with South Coast Air Quality Management District (SCAQMD) requirements set forth in Rule 1403. Finally, notification of the presence and location of asbestos-containing materials shall be made to all employees and vendors who work within the subject structure, in accordance with California Health and Safety Code, Section 25915, et seq. (also known as Connelly Notification Bills).

The Project has been conditioned to incorporate the applicable recommendations provided in the Environmentally Regulated Materials Survey Report prepared by Citadel EHS, dated November 17, 2022 (Appendix E). The recommendations are presented in Section 4.0 Conclusions and Recommendations of the report under the following sub-headings: Asbestos and Lead-Containing Materials (pages 12-15).

Furthermore, the implementation of the proposed General Plan Amendment for the 10.09-acre site, as designed and conditioned will not adversely affect the public health, safety, and welfare, and is consistent with following General Plan Policies to minimize the potential for loss of life and protect residents, workers and visitors from physical injury and property damage.

Policy S1-1: Require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Policy S3-1: Comply with and enforce applicable building codes when reviewing plans and issuing building permits.

Policy S4-1: Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.

Policy S4-2: Require that all uses of hazardous materials be adequately prepared to prevent and mitigate hazardous material releases.

Policy S6-2: Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.

Also, exterior noise levels as a result of Project implementation will cause an increase in the ambient noise level at the site. The calculated hourly noise level with implementation of Mitigation Measure NOI-1 below for the worst-case condition (i.e., 50 dBA) was added to the existing hourly noise level and the resultant CNEL was calculated. This is a conservative estimate as the hourly noise level from operational noise was calculated using a greater than average number of trucks, and for most hours the operational noise would be lower. The calculated increase in CNEL was 0.9 dBA, which is less than the threshold of significance of 3 dBA.

NOI-1 The screen wall and sliding gate shown at the east side of the loading dock area shall be solid, without holes, slats, or gaps, and shall be a minimum of 8 feet high. The gate shall remain closed when vehicles are not passing through it.

- c) The affected sites are physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities, to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The 10.09-acre Project Site is square and flat and therefore suitable in size and shape for the proposed 205,460 square foot warehouse building. The proposed future development at the site will be accessible by emergency vehicles. (See Page 102 of the ISMND). In this section the IS/MND addresses that the streets and intersections surrounding the Project are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating industrial and commercial activities at the Project Site. Direct access to the Project Site will be provided by two (2) existing driveways on Amar Road and one (1) proposed driveway on Echelon Avenue. The Project circulation pattern has been reviewed by the City and it has been determined that it conforms with local, state, and federal regulations regarding circulation and traffic pattern design.

The site can be adequately served by the City sewer, water, Los Angeles County Sheriff and Fire, and trash collection. The Public Works Department has evaluated the site for proper handling of storm water runoff. The concurrently filed Development Plan requires the provision of public and emergency vehicle (e.g., fire and medical) access via connections to publicly maintained roads.

SECTION 4: Based upon the foregoing findings, the Planning Commission hereby recommends that the City Council adopt GPA No. 22-02.

SECTION 5. The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 6: The City Clerk shall certify the adoption of this Resolution and the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Industry at a special meeting held on July 9, 2024, by the following vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

Jacob Cortez, Chairperson

ATTEST:

Julie Gutierrez-Robles, Secretary

Exhibit F

RESOLUTION NO. PC 2024-10 – ZA 22-02

[Attached]

RESOLUTION NO. PC 2024-10

A RESOLUTION OF THE PLANNING COMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVE ZONE CHANGE NO. 22-02 TO AMEND SECTION 17.28.060 (MAP-ADOPTED) OF CHAPTER 17.28 (ZONED DISTRICTS) OF TITLE 17 (ZONING) OF THE CITY OF INDUSTRY MUNICIPAL CODE TO CHANGE THE EXISTING ZONING DESIGNATION OF ASSESSOR'S PARCEL NUMBERS 8250-001-011 AND 8250-001-012 (15940 AMAR ROAD AND 16016 AMAR ROAD, CITY OF INDUSTRY, CALIFORNIA) FROM COMMERCIAL TO INDUSTRIAL, AND MAKING FINDINGS IN SUPPORT THEREOF

RECITALS

WHEREAS, Amar Industry Hills LLC ("Applicant"), has filed a complete Application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California ("Project Site"):

- General Plan Amendment No. 22-02 ("GPA 22-02") to change the General Plan land use designation from Commercial to Employment for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 ("ZC 22-02") to change the zone classification from Commercial (C) to Industrial (M) for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 ("TPM 22-01"), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 ("DP 22-07") for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

WHEREAS, GPA 22-02, ZC 22-02, TPM 22-01, and DP 22-07, are collectively referred to herein as the "Project".

WHEREAS, the Application for ZC 22-02 applies to two adjacent parcels located at 15940 and 16016 Amar Road, City of Industry, California, further described as Assessor's Parcel Numbers 8250-001-011 and 8250-001-012. Assessor's Parcel Number 8250-001-011 is located at 15940 Amar Road and is 1.27 acres. Assessor's Parcel Number 8250-001-012 is located at 16016 Amar Road and is 2.39 acres. The properties

currently have a General Plan land use designation of Commercial, and are also zoned “C”- Commercial; and

WHEREAS, the Applicant is requesting approval of GPA 22-02 to amend the existing General Plan land use designation of 15940 and 16016 Amar Road from Commercial to Employment, to create land use consistency in the surrounding geographical area and ZC 22-02 to change the zoning of the properties from “C”- Commercial, to “M” – Industrial. ZC 22-02 will allow the development of an industrial building and associated improvements in the City’s Industrial Zone; and

WHEREAS, both 15940 and 16016 Amar Road have a current General Plan land use designation of Commercial. The Project Site is located within the northern portion of the City and is surrounded by industrial uses to the west in the City, commercial and single-family residential uses to the north, and single-family residential uses to the east in Valinda (unincorporated Los Angeles County). The Project Site is bordered by Amar Road to the north, N. Echelon Avenue to the east, Puente Creek Channel and adjacent industrial uses to the south, and an existing public storage facility to the west. In an effort to create consistent land uses in the geographical area where the Project Site is located, it is necessary to amend the General Plan to designate the two parcels as Employment. Further, the Applicant also desires to develop a 205,460 square-foot tilt-up concrete industrial building and associated improvements, which is permitted in the Employment land use designation; and

WHEREAS, the Planning Commission finds that Zoning Code Amendment No. 22-02 is in conformity with the goals and policies of the City’s General Plan because it prioritizes employment based land uses in the City; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (“CEQA”), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration (“IS/MND”) analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project can be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program (“MMRP”); and

WHEREAS, the Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND and MMRP concluded that implementation of the Project could result in significant effects on the environment and identified mitigation measures

that would reduce the significant effects to a less-than-significant level. The Project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, on July 9, 2024, the Planning Commission conducted a duly noticed public hearing, and reviewed and carefully considered the information in the IS/MND and MMRP, and all testimony written and oral, and adopted Resolution No. PC 2024-08 recommending that the City Council adopt the IS/MND and MMRP for the Project; and

WHEREAS, notice of the Planning Commission's, public hearing on the Application was published in The San Gabriel Valley Tribune June 28, 2024, was mailed out to property owners within 300 feet of the Project Site, and was posted at the Project Site and at City Hall Council Chambers, Fire Station 118, and the City's website on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing to consider the Application and considered all testimony written and oral; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDUSTRY DOES HEREBY FIND, DETERMINE AND RESOLVE, DETERMINE AS FOLLOWS:

SECTION 1: The Planning Commission finds that all of the facts set forth in the Recitals are true and correct and are incorporated herein by reference.

SECTION 2: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the Municipal Code of the City of Industry.

SECTION 3: Based upon substantial evidence presented to the Planning Commission during the July 9, 2024, public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the IS/MND, MMRP and the City's Code, and any documents provided by the public to the Planning Commission at the July 9, 2024, public hearing, the Planning Commission finds as follows:

- a) When was existing zoning effective and are there changed conditions to warrant other or additional zoning? According to City records, the current "C" – Commercial zoning has been in effect since 1987. The Project Site is located

within the northern portion of the City. Land uses surrounding the site include industrial warehouse uses to the south and west, residential uses to the east, and commercial and residential uses to the north. The community of Valinda (unincorporated Los Angeles County) is located east of Echelon Avenue and north of Amar Road. The Project Site is located at the southwest corner of Amar Road and Echelon Avenue. The City's most recent General Plan was adopted in 2014. The existing development on the Project Site was constructed between 1979 and 1987. The City of Industry is largely built out (as of 2010, 87 percent of usable land was developed) and the remaining developable vacant lands are largely identified for industrial and commercial uses or used as vegetated slopes around the Pacific Palms resort. Except for the development of the Industry Business Center, most of the new growth will come from the recycling and improvement of existing buildings.

Rezoning of the Project Site spurs revitalization in the area. Market conditions show that there is a higher demand for warehouses and distribution facilities, rather than small retail and office spaces. The Project Site as it is currently developed is not economically viable. Rezoning of the Project Site is warranted to redevelop the aging site to enhance the character of its surrounding area through quality architecture, landscaping, and appropriate site arrangement. General Plan Policy 1.5.2 stipulates that the way remaining vacant lands are developed and existing buildings recycled will influence the City's sustained economic strength, revenue base, and expenditures. The City must continually evolve to meet changing market demands and to continue to attract new and retain established businesses.

The development of a new warehouse building is not allowable in the Commercial Zone and would create inconsistent zoning if it was allowed to be done in this manner. The zone change will create consistency in terms of the zoning designation at the Project Site.

The last development to occur in the area was in 2016. That development included the development of seven new industrial warehouse buildings totaling 246,543 square feet at 751 Echelon Avenue, which is located 220 feet directly south of the Project site.

- b) Does the existing business, commercial or industrial area meet the requirements on a regulated basis of the area? There are no existing businesses as of May 1, 2024. The vacant commercial area meets the requirements on a regulated basis of the area. Industrial uses are currently permitted on five of the seven parcels comprising the Project Site. The two commercial properties currently abut properties which are zoned Industrial; therefore, the current commercial zoning is inconsistent for the area. The proximity to other industrial zoning supports the zone change. The proposed zone change will allow future developments to operate

consistently with the new Industrial zoning designation. The City will regulate the affected properties by utilizing the City's Zoning Code and ensuring that any future development complies with all zoning requirements set forth in the City's Municipal Code.

- c) Will the owner or owners of property be deprived of a property right if the request for zone change is not granted? The owners will be deprived of their right to changes that would allow for improvements to aging buildings and spur revitalization in the area. New buildings and development will be required to comply with current building codes and market conditions.
- d) Will proposed change of zone adversely affect the adjoining property as to value, precedent, or be detrimental to the area? The proposed change of zone will not adversely affect the adjoining property as to value, precedent, or be detrimental to the area. Rezoning of the property would allow for improvements to aging buildings and spur revitalization in the area. This in turn would allow enhanced building design, new development that complies with updated building and fire codes and would eliminate dilapidated and blighted structures.

Additionally, the City desires to eliminate any properties that are incompatibly zoned, and to create consistent, uniform zoning in geographical areas throughout the City. This proposed zone change would unite all abutting parcels in the rectangular area between Amar Road, Echelon Avenue, and the Puente Creek Channel, under one zone, Industrial. Further, the zone change will not be detrimental to the area because consistent zoning supports neighborhood values, and because permitting this use will continue to bolster the City's reputation as a desirable place to do industrial work.

- e) Will change of zone be in the interest of furtherance of public health, safety, and general welfare? The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the City's Code. Furthermore, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area. The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the City's Code. Further, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area.

Also a IS/MND was circulated for 20-day public review and comment period as required under CEQA. This environmental review document found that development of the property with a proposed warehouse could have potentially

significant impacts related to Biological, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources, but project design features and mitigation measures have been incorporated to reduce these impacts to a less-than-significant level. The development standards and building requirements allowed under the amendment to the General Plan and Zone change from Commercial to Employment zoning would be subject to all current and up to date local and state regulations, including but not limited to Air Pollution Control District regulations, Engineering Services Department regulations, Health Department regulations, Zoning Code standards, Fire Department standards, and Building and Safety Division regulations. The proposal meets the purpose of the Municipal and Zoning Codes as it would be consistent with the established rules of the proposed zoning districts.

SECTION 4: Based upon the foregoing findings, the Planning Commission hereby recommends that the City Council adopt ZC No. 22-02.

SECTION 5. The provisions of this Resolution are severable and if any provision, clause, sentence, word, or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 6: The City Clerk shall certify the adoption of this Resolution and the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Industry at a regular meeting held on July 9, 2024, by the following vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

Jacob Cortez, Chairperson

ATTEST:

Julie Gutierrez-Robles, Secretary

Exhibit G

ORDINANCE 831

[Attached]

ORDINANCE NO. 831

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING SECTION 17.28.060 (MAP ADOPTED) OF CHAPTER 17.28 (ZONED DISTRICTS) OF TITLE 17 (ZONING) OF THE CITY OF INDUSTRY MUNICIPAL CODE, TO CHANGE THE EXISTING ZONING DESIGNATION OF ASSESSOR'S PARCEL NUMBERS 8250-001-011 AND 8250-001-012 FROM COMMERCIAL TO INDUSTRIAL

WHEREAS, Amar Industry Hills LLC ("Applicant"), filed a complete Application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California ("Project Site"):

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- Zone Change No. 22-02 ("ZC 22-02") to change the zone classification from Commercial (C) to Industrial (M) for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 ("TPM 22-01"), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 ("DP 22-07") for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

WHEREAS, GPA 22-02, ZC 22-02, TPM 22-01, and DP 22-07, are collectively referred to herein as the "Project"; and

WHEREAS, the Application applies to two adjacent parcels located at 15940 and 16016 Amar Road, City of Industry, California, Assessor's Parcel Numbers 8250-001-011 and 8250-001-012. Assessor's Parcel Number 8250-001-011 is located at 15940 Amar Road and is 1.27 acres. Assessor's Parcel Number is located at 16016 Amar Road and is 2.39 acres. The parcels currently have a General Plan land use designation of Commercial, and are also zoned "C"- Commercial; and

WHEREAS, the Applicant is requesting approval of GPA 22-02 to amend the existing General Plan land use designation of 15940 and 16016 Amar Road from Commercial to Employment, to create land use consistency in the surrounding geographical area, and ZC 22-02 to change the zoning of the properties from "C"-

Commercial, to “M” – Industrial. ZC 22-02 will allow the development of an industrial building in the City’s Industrial Zone; and

WHEREAS, both 15940 and 16016 Amar Road, have a current General Plan land use designation of Commercial. The Project Site is located within the northern portion of the City and is surrounded by industrial uses to the west in the City, commercial and single-family residential uses to the north, and single-family residential uses to the east in Valinda (unincorporated Los Angeles County). The Project Site is bordered by Amar Road to the north, N. Echelon Avenue to the east, Puente Creek Channel and adjacent industrial uses to the south, and an existing public storage facility to the west. In an effort to create consistent land uses in the geographical area where the parcels are located, it is necessary to amend the General Plan to designate the two parcels as Employment. Further, the Applicant also desires to develop a 205,460 square-foot tilt-up concrete industrial building and associated improvements, which is permitted in the Employment land use designation; and

WHEREAS, the Project is in conformity with the goals and policies of the City’s General Plan because the Project will make the General Plan and zoning designations of the two parcels consistent with that of the surrounding properties. The Project will also comply with the goals and policies under the General Plan by accommodating employment based land uses; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (“CEQA”), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration (“IS/MND”) analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project can be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program (“MMRP”); and

WHEREAS, the Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND and MMRP concluded that implementation of the project could result in a significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, notice of the Planning Commission’s July 9, 2024, public hearing on the Application was published in the San Gabriel Valley Tribune, posted on the City’s website, at the Project Site, and at three public places on June 28, 2024, and was also mailed to property owners within 300 feet of the Project Site on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing on the Project, and considered all testimony written and oral; and

WHEREAS, on July 9, 2024, the Planning Commission conducted a duly noticed public hearing, and reviewed and carefully considered the information in the IS/MND and MMRP, and all testimony written and oral, and adopted Resolution No. PC 2024-08, recommending that the City Council adopt the IS/MND and MMRP for the Project; and

WHEREAS, notice of the City Council’s _____, 2024, public hearing on the proposed Zoning Code amendment was published in The San Gabriel Valley Tribune on DATE, in compliance with the City’s Code, and State law; and

WHEREAS, on _____, 2024, the City Council of the City of Industry conducted a duly noticed public hearing on the Application, and considered all testimony written and oral; and

WHEREAS, the City Council reviewed and carefully considered the information in the IS/MND, including all comment letters submitted, and made the findings set forth therein, and adopted Resolution No. 24-08, adopting the IS/MND with comments incorporated, as an objective document that reflects the independent judgment and analysis of the City in the discussion of the Project’s environmental impacts; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings.

The City Council finds that based upon substantial evidence presented to the City Council during the _____, 2024, public hearing, including public testimony and oral staff reports, that all of the facts set forth in the Recitals, are true and correct, and are incorporated herein by reference.

Section 2. Change of Zone Findings.

Based upon substantial evidence presented to the City Council during the _____, 2024, public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the IS/MND, MMRP and the City's Code, and any documents provided by the public to the City Council at the _____, 2024, public hearing, and in accordance with Section 17.28.040 of the City's Municipal Code, the City Council finds as follows:

- a) When was existing zoning effective and are there changed conditions to warrant other or additional zoning? According to City records, the current "C" – Commercial zoning has been in effect since 1987. The Project Site is located within the northern portion of the City. Land uses surrounding the site include industrial warehouse uses to the south and west, residential uses to the east, and commercial and residential uses to the north. The community of Valinda (unincorporated Los Angeles County) is located east of Echelon Avenue and north of Amar Road. The Project Site is located at the southwest corner of Amar Road and Echelon Avenue. The City's most recent General Plan was adopted in 2014. The existing development on the Project Site was constructed between 1979 and 1987. The City of Industry is largely built out (as of 2010, 87 percent of usable land was developed) and the remaining developable vacant lands are largely identified for industrial and commercial uses or used as vegetated slopes around the Pacific Palms resort. Except for the development of the Industry Business Center, most of the new growth will come from the recycling and improvement of existing buildings.

Rezoning of the Project Site spurs revitalization in the area. Market conditions show that there is a higher demand for warehouses and distribution facilities, rather than small retail and office spaces. The Project Site as it is currently developed is not economically viable. Rezoning of the Project Site is warranted to redevelop the aging site to enhance the character of its surrounding area through quality architecture, landscaping, and appropriate site arrangement. General Plan Policy 1.5.2 stipulates that the way remaining vacant lands are developed and existing buildings recycled will influence the City's sustained economic strength, revenue base, and expenditures. The City must continually evolve to meet changing market demands and to continue to attract new and retain established businesses.

The development of a new warehouse building is not allowable in the Commercial Zone and would create inconsistent zoning if it was allowed to be done in this manner. The zone change will create consistency in terms of the zoning designation at the Project Site.

The last development to occur in the area was in 2016. That development included the development of seven new industrial warehouse buildings totaling 246,543 square feet at 751 Echelon Avenue, which is located 220 feet directly south of the Project site.

- b) Does the existing business, commercial or industrial area meet the requirements on a regulated basis of the area? There are no existing businesses as of May 1, 2024. The vacant commercial area meets the requirements on a regulated basis of the area. Industrial uses are currently permitted on five of the seven parcels comprising the Project Site. The two commercial properties currently abut properties which are zoned Industrial; therefore, the current commercial zoning is inconsistent for the area. The proximity to other industrial zoning supports the zone change. The proposed zone change will allow future developments to operate consistently with the new Industrial zoning designation. The City will regulate the affected properties by utilizing the City's Zoning Code and ensuring that any future development complies with all zoning requirements set forth in the City's Municipal Code.
- c) Will the owner or owners of property be deprived of a property right if the request for zone change is not granted? The owners will be deprived of their right to changes that would allow for improvements to aging buildings and spur revitalization in the area. New buildings and development will be required to comply with current building codes and market conditions.
- d) Will proposed change of zone adversely affect the adjoining property as to value, precedent, or be detrimental to the area? The proposed change of zone will not adversely affect the adjoining property as to value, precedent, or be detrimental to the area. Rezoning of the property would allow for improvements to aging buildings and spur revitalization in the area. This in turn would allow enhanced building design, new development that complies with updated building and fire codes and would eliminate dilapidated and blighted structures.

Additionally, the City desires to eliminate any properties that are incompatibly zoned, and to create consistent, uniform zoning in geographical areas throughout the City. This proposed zone change would unite all abutting parcels in the rectangular area between Amar Road, Echelon Avenue, and the Puente Creek Channel, under one zone, Industrial. Further, the zone change will not be detrimental to the area because consistent zoning supports neighborhood values, and because permitting this use will continue to bolster the City's reputation as a desirable place to do industrial work.

- e) Will change of zone be in the interest of furtherance of public health, safety, and general welfare? The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the City's Code. Furthermore, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area. The change of zone will be in the interest of furtherance of the public health, safety, and general welfare because the Project will be developed in accordance with the provisions of the

City's Code. Further, the Project may enhance the general welfare of the community because it will create a uniform zoning area which could have positive impacts on land values and also provides for consistency of land uses within a geographical area.

Also, an IS/MND was circulated for 20-day public review and comment period as required under CEQA. This environmental review document found that development of the property with a proposed warehouse could have potentially significant impacts related to Biological, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources, but project design features and mitigation measures have been incorporated to reduce these impacts to a less-than-significant level. The development standards and building requirements allowed under the amendment to the General Plan and Zone change from Commercial to Employment zoning would be subject to all current and up to date local and state regulations, including but not limited to Air Pollution Control District regulations, Engineering Services Department regulations, Health Department regulations, Zoning Code standards, Fire Department standards, and Building and Safety Division regulations. The proposal meets the purpose of the Municipal and Zoning Codes as it would be consistent with the established rules of the proposed zoning districts.

Section 3. Municipal Code Amendment. Section 17.28.060.A. of Section 17.28.060 (Map— Adopted) of Chapter 17.28 (Zoned Districts), of Title 17 (Zoning) of the City of Industry Municipal Code, is hereby amended as follows:

The prior official zoning map is hereby rescinded in its entirety and replaced with a new official zoning map and incorporated herein by reference. Said new official zoning map shall reflect that the properties located at 115940 and 16016 Amar Road are zoned "M" Industrial.

Section 4. Clerical Errors. The City Council directs the City Clerk to correct any clerical errors found in this Chapter, including, but not limited to, typographical errors, irregular numbering, and incorrect section references.

Section 5. Severability. Should any section, subsection, clause, or provision of this Ordinance for any reason be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this Ordinance; it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, and ratified irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unenforceable, or unconstitutional.

Section 6. Effective Date. In accordance with California Government Code §36937, this Ordinance shall take effect and be in force thirty (30) days from passage and adoption.

Section 7. Publication. The City Clerk shall certify the passage and adoption of this Ordinance and shall cause this ordinance to be published and posted as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on MONTH ____, 2024, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Cory C. Moss, Mayor

ATTEST:

Julie Gutierrez-Robles, City Clerk

Exhibit H

RESOLUTION PC 2024-12 –TPM 22-01

[Attached]

RESOLUTION NO. PC 2024-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE PARCEL MAP NO. 22-01 FOR TENTATIVE PARCEL MAP NO. 083978, TO MERGE SEVEN (7) EXISTING PARCELS INTO A SINGLE 10.09-ACRE PARCEL, GENERALLY LOCATED AT 15940-16016 AMAR ROAD AND 15940-16040 KAPLAN AVENUE, CITY OF INDUSTRY, CALIFORNIA, AND MAKE FINDINGS IN SUPPORT THEREOF

RECITALS

WHEREAS, Amar Industry Hills LLC (“Applicant”), filed a complete Application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California (“Project Site”):

- General Plan Amendment No. 22-02 (“GPA 22-02”) to change the General Plan land use designation from Commercial to Employment for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 (“ZC 22-02”) to change the zone classification from Commercial (C) to Industrial (M) for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 (“TPM 22-01”), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 (“DP 22-07”) for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements

WHEREAS, GPA 22-02, ZC 22-02, TPM 22-01, and DP 22-07, are collectively referred to herein as the “Project”; and

WHEREAS, Applicant proposes to merge Assessor’s Parcel Numbers 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, and 8250-001-017 into a single parcel (“Parcel Merger”) for the proposed development of a 205,460-foot tilt-up concrete industrial building and associated improvements, through the approval of TPM 22-01; and

WHEREAS, the Project Site is currently developed, and was previously utilized for commercial and light industrial uses; and

WHEREAS, the ten existing buildings on the Project Site will be demolished, and the proposed 205,460-foot tilt-up concrete industrial building and associated improvements will be constructed; and

WHEREAS, commercial and light industrial uses operated at the Property until May 1, 2024; and

WHEREAS, the City's General Plan land use designation for APNs 8250-001-011 and 8250-001-012 is Commercial, and Employment for the remaining five (5) parcels. The zoning designation for APNs 8250-001-011 and 8250-001-012 is Commercial (C), and Industrial (M) for the remaining five (5) parcels.

WHEREAS, in accordance with the provisions of the California Environmental Quality Act ("CEQA"), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration ("IS/MND") analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project can be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, the Notice of Availability and Notice of Intent were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND and MMRP concluded that implementation of the Project could result in a significant effect on the environment and identified a mitigation measure that would reduce the significant effects to a less-than-significant level. The Project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, on July 9, 2024, the Planning Commission conducted a duly noticed public hearing, and reviewed and carefully considered the information in the IS/MND and MMRP, and all testimony written and oral, and adopted Resolution No. PC 2024-08, recommending that the City Council adopt the IS/MND and MMRP for the Project; and

WHEREAS, notice of the Planning Commission's public hearing on the Application was published in The San Gabriel Valley Tribune June 28, 2024, was mailed out to property owners within 300 feet of the Project Site, and was posted at the Project Site, at City Hall Council Chambers, Fire Station 118, and the City's website on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites prior to adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDUSTRY DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1: The above Recitals are true and correct and are incorporated herein by reference.

SECTION 2: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3: Based upon substantial evidence presented to the Planning Commission during the July 9, 2024, public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the IS/MND, MMRP and the City's Code, and any documents provided by the public to the Planning Commission at the July 9, 2024, public hearing, the Planning Commission finds as follows:

- (a) That the proposed map is consistent with applicable general and specific plans. The proposed map is consistent with the City's General Plan, and more specifically with the proposed "Employment" land use designation. The proposed tentative parcel map includes consolidating seven existing parcels into one parcel. The proposed map is consistent with the Employment General Plan designation as the property will be zoned for industrial uses and developed with an industrial/warehouse use.
- (b) That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans. The design or improvement of the proposed subdivision with the lot merger is consistent with the following Policy of the General Plan:

LU2-3: Encourage the consolidation of smaller lots and large industrial lots to be occupied by a single tenant as opposed to multiple tenants.
- (c) That the site is physically suitable for the type of development. The Project Site is physically suitable for the future development of a warehouse. The size of the proposed warehouse will allow the property to be developed in compliance with all development standards within the Industrial zone. The Project Site was evaluated as a developable lot through a Geotechnical Investigation Report, dated June 8, 2022, and prepared by Langan Engineering and Environmental Services, Inc. The report concluded that the proposed development is considered feasible from a geotechnical standpoint. Additionally, all of the parcels are serviced with all utilities, including electrical, sewer, telecom, and water; therefore, the site is physically suitable for the new warehouse development. Additionally, the proposed new development is designed to meet fire turnaround requirements. All improvements to the site will be reviewed against the California Building Code; therefore, the sites are physically suitable for the proposed density of development.
- (d) That the site is physically suitable for the proposed density of development. That the site is physically suitable for the proposed density of the project. With the merger of the seven parcels into a single 10.09-acre parcel, the Project Site complies with the minimum lot size requirements. A Geotechnical Investigation Report on the Project Site dated June 8, 2022, and prepared by Langan Engineering and Environmental Services, Inc.

indicates that the site is suitable for warehouse development. The Floor Area Ratio (FAR) will be 0.47 and have a 46.7 percent lot coverage. The density of the Project complies with the lot coverage of 50 percent standard of the Industrial zone and the maximum 0.50 FAR required by the General Plan.

- (e) That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or damage to fish, wildlife, or their habitat in that the subject property is not located on or adjacent to wildlife habitat or protected environmental areas. This subdivision and area have been previously disturbed with roadway improvements and improvements related to the development of commercial and industrial businesses. The newly created lot is improved with multiple driveways. Furthermore, a Mitigated Negative Declaration has been prepared for the Project and it has been determined not to have a significant effect on the environment. Therefore, this Project is not likely to cause environmental damage.
- (f) That the design of the subdivision or type of improvements is not likely to cause serious public health problems. The design of the subdivision and the improvements associated with this Project are not likely to cause serious public health problems in that any new development and improvement of the lot will be required to be in compliance with warehouse development standards as required by the City. Also, operating standards such as requiring the Applicant to coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport and that all uses of hazardous materials be adequately prepared to prevent and mitigate hazardous material releases. In addition to these development standards, any development will be required to comply with the California Building Code. Compliance with these codes will result in any improvements that are not likely to cause serious public health problems.
- (g) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. The Parcel Map Application, which involves merging the seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue. The Project will abandon the easements, right-of-way, and sidewalk ingress to Kaplan Avenue. Kaplan Avenue is a cul-de-sac street with an approximate length of 600 feet and is accessible by Echelon Avenue and Amar Road. Kaplan Avenue is designated as a local street in the City's Circulation Element and is designated as an easement granted to the City. The vacation of Kaplan Avenue is part of Development Plan Application No. 22-07 that is being considered by the Planning Commission and City Council. Once the City Council approves the vacation of Kaplan Avenue, it will revert back to the current landowner. The proposed vacation allows the City to dispose of unneeded, remnant street right-of-way and implementation of the traffic control plan would ensure that existing conditions are not adversely affected or degraded by Project construction.
- (h) GC 66474.6 - The governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California

regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit. The LACSD provides wastewater treatment for much of Los Angeles County including the Project site. Wastewater from the Project site is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County, near the western boundary of the City of Industry. The SJCWRP serves a population of approximately 1,000,000 people. SJCWRP treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites (LACSD Wastewater). Therefore, the SJCWRP has the capacity to serve.

- (i) GC 66412.3 - In carrying out the provisions of this division, each local agency shall consider the effect of ordinances and actions adopted pursuant to this division on the housing needs of the region in which the local jurisdiction is situated and balance these needs against the public service needs of its residents and available fiscal and environmental resources. The project will not reduce the capacity to serve the residents, in addition it will provide jobs and income for future housing and households.

SECTION 4: Based on the foregoing, the Planning Commission hereby recommends that the City Council approve TPM 22-01, subject to the Conditions of Approval, attached hereto as Attachment 1, and incorporated herein by reference.

SECTION 5: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 6: That the City Clerk shall certify to the adoption of this Resolution and the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Industry at a regular meeting held on July 9, 2024, by the following vote:

- AYES: COMMISSIONERS:
- NOES: COMMISSIONERS:
- ABSTAIN: COMMISSIONERS:
- ABSENT: COMMISSIONERS:

Jacob Cortez, Chairperson

ATTEST:

Julie Gutierrez-Robles, Secretary

Attachment 1

Standard Requirements and Conditions of Approval

[Attached]



CITY OF INDUSTRY

Standard Requirements and Conditions of Approval

Application: Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978

Applicant: Amar Industry Hills, LLC

Location: 15940 Amar Road, 16016 Amar Road, 16023 Kaplan Avenue, 15941 Kaplan Avenue, 15940 Kaplan Avenue, 16000 Kaplan Avenue, and 16040 Kaplan Avenue (APNs 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, and 8250-001-017)

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a Project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your Project or site conditions changes, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

For purposes of these conditions, the term "Property Owner" shall include any party or parties other than the Successor Agency to the Industry Urban-Development Agency, and/or the City of Industry.

PLANNING DIVISION

Prior To Parcel Map Approval

1. The Applicant and Property Owner shall file an executed and acknowledged Acceptance of Terms and Conditions of Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 within 10 calendar days after the approval of said entitlements. The Applicant and Property Owner understand and agree that approval of the Resolution for Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 will be of no force or effect unless such written consent is submitted to the City within the stated 10-day period.
2. Prior to approval of the final parcel map, the Applicant shall record a covenant to hold the property as one for the purposes of future development, in a form approved by the City Attorney's Office.

Prior To Map Recordation

3. The parcel map shall be submitted to the City of Industry, Engineering Department and to the Los Angeles County Surveyor for technical correctness review and approval.
4. Provide a Monumentation bond in an amount specified in writing by a Licensed Land Surveyor of Record designated by the City.
5. Comply with all applicable requirements of the Industry Municipal Code.

INTERPRETATION AND ENFORCEMENT

6. The City of Industry Planning Department, the Los Angeles County Building and Safety Department, the City of Industry Public Works Department, and the Los Angeles County Fire Department shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.
7. The Planning Department may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, latest information, and/or relevant factors if the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code

INDEMNIFICATION

8. The Applicant and any of its heirs, successors and assigns, shall defend, indemnify, and hold harmless the City and its elected officials, officers, employees, agents and volunteers ("City Indemnitees") from any claim, action or proceedings, liability cost, including attorneys' fees and costs against the City Indemnitees, caused or alleged to have been caused by reason of the Applicant's activities in connection with Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978. This indemnity provision applies to all damages and claims for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for and Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978.

In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, including the environmental review, or any other supporting document relating to Tentative Parcel Map No. 22-01 for Tentative Parcel Map No. 083978, the Applicant and its successors and assigns, shall indemnify, defend and hold harmless the City Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City Indemnitees in relation to such action. The City shall have the right to select counsel of its choice.

The City shall promptly notify Applicant of any claim, action or proceeding, and shall cooperate fully in the defense thereof.

END OF CONDITIONS

Exhibit I

RESOLUTION PC 2024-13 – DP 22-07

[Attached]

RESOLUTION NO. PC 2024-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE DEVELOPMENT PLAN APPLICATION NO. 22-07, FOR THE DEMOLITION OF TEN EXISTING BUILDINGS TOTALLING 123,454 SQUARE FEET, AND THE CONSTRUCTION OF A NEW 205,460 SQUARE-FOOT INDUSTRIAL BUILDING ON A 10.09-ACRE SITE, LOCATED AT 15940 AMAR ROAD, 16016 AMAR ROAD, 16023 KAPLAN AVENUE, 15941 KAPLAN AVENUE, 15940 KAPLAN AVENUE, 16000 KAPLAN AVENUE, AND 16040 KAPLAN AVENUE, CITY OF INDUSTRY, CALIFORNIA, AND MAKE FINDINGS IN SUPPORT THEREOF

RECITALS

WHEREAS, Amar Industry Hills LLC (“Applicant”), has filed a complete application requesting approval of the following entitlements for the properties generally located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, City of Industry, California (“Project Site”):

- General Plan Amendment No. 22-02 (“GPA 22-02”) to change the General Plan land use designation from Commercial to Employment for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Zone Change No. 22-02 (“ZC 22-02”) to change the zone classification from Commercial (C) to Industrial (M) for Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012; and
- Parcel Map No. 22-01 for Tentative Parcel Map No. 083978 (“TPM 22-01”), which involves merging seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue; and
- Development Plan No. 22-07 (“DP 22-07”) for the demolition of ten buildings and the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

WHEREAS, Applicant proposes the demolition of ten existing industrial buildings totaling 123,454 square feet, and the construction of a new 205,460 square-foot industrial building (“Project”) at the Project Site; and

WHEREAS, the seven properties at the Project Site will be merged into a single 10.09-acre parcel through the approval of TPM 22-01, for the development of the Project; and

WHEREAS, according to records in the Los Angeles County Assessor Office, the existing ten buildings were built in 1979 and 1987. As part of the Project, the existing ten buildings will be demolished, and the proposed 205,460-foot tilt-up concrete industrial building and associated improvements will be constructed; and

WHEREAS, the seven properties are currently developed, and were previously utilized for commercial and light industrial uses; and

WHEREAS, the City's General Plan land use designation for APNs 8250-001-011 and 8250-001-012 is Commercial, and Employment for the remaining five (5) parcels. The zoning designation for APNs 8250-001-011 and 8250-001-012 is Commercial (C, and Industrial (M) for the remaining five (5) parcels.

WHEREAS, the Applicant is requesting approval of GPA 22-02 to amend the existing General Plan land use designation for Assessor's Parcel Numbers 8250-001-011 and 8250-001-012 from Commercial to Employment, to create land use consistency in the surrounding geographical area; and ZC 22-02, to change the zoning of Assessor's Parcel Numbers 8250-001-011 and 8250-001-012 from Commercial to the Industrial. ZC 22-02 is required to allow DP 22-07 to be processed for ("Project"); and

WHEREAS, in accordance with Section 17.36.020 of the City's Municipal Code ("Code"), a Development Plan Application is required for the Project; and

WHEREAS, on July 9, 2024, the Planning Commission considered the General Plan and Zoning Code amendments, and recommended that the City Council adopt the amendments; and

WHEREAS, pending City Council approval of GPA 22-02 and ZC 202-02 to change the current land use from Commercial to Employment, and the zoning designation from Commercial to Industrial, the Project will be consistent with the General Plan designation of Employment. Further, the conditions of approval for the Project set operational and management standards to ensure that the industrial building will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act ("CEQA"), (Cal. Pub. Resources Code §§21000 *et seq.*), an initial study was performed, the result of which was the preparation and circulation of a mitigated negative declaration ("IS/MND") analyzing the proposed Project and concluding that the approval of the Project does not have a significant effect on the environment because the impacts of the Project could all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, the Notice of Availability and Notice of Intent to adopt the IS/MND were published in the San Gabriel Valley Tribune newspaper on January 26, 2024, and, the IS/MND was circulated for public and agency review and comment on January 26, 2024, through and including, February 14, 2024. Copies of the IS/MND were made available to the public at the City of Industry City Hall on January 26, 2024, and the IS/MND was distributed to interested parties and agencies; and

WHEREAS, the IS/MND and MMRP concluded that implementation of the Project could result in significant effects on the environment and identified mitigation measures

that would reduce the significant effects to a less-than-significant level. The Project has the potential for significant effects in environmental topics Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, and Tribal Cultural Resources, but each of those potential impacts are mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, on July 9, 2024, the Planning Commission conducted a duly noticed public hearing, and reviewed and carefully considered the information in the IS/MND and MMRP, and all testimony written and oral, and adopted Resolution No. PC 2024-08, recommending that the City Council adopt the IS/MND and MMRP for the Project; and

WHEREAS, notice of the Planning Commission's, public hearing on the Application was published in The San Gabriel Valley Tribune June 28, 2024, was mailed out to property owners within 300 feet of the Project Site, and was posted at the Project Site and at City Hall Council Chambers, Fire Station 118, and the City's website on June 28, 2024; and

WHEREAS, on July 9, 2024, the Planning Commission of the City of Industry conducted a duly noticed public hearing on the Application and considered all testimony written and oral; and

WHEREAS, all legal prerequisites prior to adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDUSTRY DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1: The above Recitals are true and correct and are incorporated herein by reference.

SECTION 2: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3: Based upon substantial evidence presented to the Planning Commission during the July 9, 2024, public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the IS/MND, MMRP and the City's Code, and any documents provided by the public to the Planning Commission at the July 9, 2024, public hearing, the Planning Commission finds as follows:

- a) The site is suitable for development in accordance with the development plan because the Project is in conformance with the City's General Plan, Zoning Code and all applicable development standards outlined within Chapter 17.36.060 of the Zoning Code. This includes setbacks, building height, parking, and landscape standards. Further, pursuant to the provisions of the General Plan, industrial uses are permitted in the Employment land use designation, and the Project does not conflict with the established goals and objectives of the Land Use Element of the General Plan. The Project consists of the demolition of ten existing industrial buildings totaling 123,454 square feet, and construction of a new 205,460 square-foot industrial building and is in accord with the objectives of the Zoning Code in that the Zoning Code designates the Project Site as Industrial. The proposed development is consistent with the land use intent of the Industrial Zone because

the warehouse is speculative, and no known tenants have been identified. Furthermore, the warehouse is principally permitted in the Industrial zoning designation.

- b) The total development is arranged to avoid traffic congestion, ensure the public health, safety, and general welfare, or prevent adverse effects upon neighboring properties because it has been designed to minimize any potential impacts by complying with the City's Code. The City's Code requires all driveways and drive-aisles to be a minimum of twenty-six feet in width. The Project is accessible via a fifty-foot-ten-inch (50'-10") driveway and a forty-two-foot (42') driveway off Amar Road, and a thirty-five-foot (35') driveway off Echelon Avenue. The required minimum driveway width is 26-feet. The Project provides interior drive aisles that are 28 to 30-feet wide throughout the Project site. Additionally, there is adequate circulation around the Project site and the parking lot, thereby avoiding any potential traffic impacts such as congestion and/or stacking. Furthermore, conditions of approval are incorporated to prevent the Project from having any adverse effects upon the public health, safety, and general welfare of neighboring properties. Conditions include a requirement to comply with the Los Angeles County Noise Ordinance regarding hours permitted for construction, compliance with the standards set for in the California Building Code, standards and requirements from the City's Public Works/Engineering Department, Los Angeles County Regional Water Quality Control Board, and South Coast Air Quality Management District.
- c) The project is in general accord with all elements of the City's Zoning Code because the development complies with all development standards regarding building setbacks, building height, parking, access, screening, and design. The development meets the minimum setback requirements of 30-feet, as the proposed building is setback 76-feet from Amar Road and 73-feet from Echelon Avenue. The building height complies with the maximum building height of 150-feet. The proposed building is 44-feet 6-inches high. Section 17.36.060.K. of the City's Municipal Code ("Code") specifies that "the number of parking spaces which shall be provided is based upon the square footage of the building which they are intended to serve and the use to which that building is to be put." Based on the total building area of 205,460 square feet, the Project requires 255 parking stalls. The Project includes 203 standard parking stalls and 52 compact parking stalls, for a total of 255 parking stalls. Additionally, the Project includes 34 trailer parking stalls, 24 dock-high doors for truck docking, and two (2) additional doors at grade. Thus, the proposed parking for the Project complies with the City's Municipal Code. Pursuant to Section 17.36.060.Q. of the City's Code, 12 percent of the subject parcel must be landscaped, which is 53,458 square feet for the Project site. The building will be designed to be similar in scale and massing to adjacent development and will establish a smooth transition between uses.
- d) The development is consistent with the provisions of the general plan or any applicable redevelopment plan because the proposed building is consistent with the Employment land use designation set forth in the City's General Plan. Permissible land uses in the Employment land use designation include manufacturing, warehouses, and storage. Additionally, the Project is consistent with General Plan Policy LU5 that states the City should provide "[h]igh quality and well-maintained properties, buildings, and infrastructure that enhance property values and encourage

additional public and private investment.” The Project provides a new building that is of high architectural design, along with new infrastructure that will enhance the Property’s value. Also, the new development is consistent with Policy LU2-6, which states the City should “[s]upport the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects” the new building will be solar ready, thereby supporting the use of an energy saving design. Additionally, the Project will create new job opportunities and support the City in its goal of remaining an employment and commercial hub for the San Gabriel Valley and Los Angeles metropolitan area (Goal LU1), and accommodates business and employment uses as a primary land use (Policy LU1-1) and is consistent with Policy LU2-3 by consolidating smaller lots and a larger industrial lot into a single parcel to be occupied by a single tenant as opposed to multiple tenants.

SECTION 4: Based on the foregoing, the Planning Commission hereby recommends that the City Council approve Development Plan Application No. 22-07 subject to the Conditions of Approval, attached hereto as Attachment 1, and incorporated herein by reference.

SECTION 5: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 6: That the City Clerk shall certify to the adoption of this Resolution and the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Industry at a regular meeting held on July 9, 2024, by the following vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

Jacob Cortez, Chairperson

Julie Gutierrez-Robles, Secretary

Attachment 1

Standard Requirements and Conditions of Approval

[Attached]



CITY OF INDUSTRY

Standard Requirements and Conditions of Approval

Application: Development Plan No. 22-07

Applicant: Amar Industry Hills LLC

Location: 15940 Amar Road, 16016 Amar Road, 16023 Kaplan Avenue, 15941 Kaplan Avenue, 15940 Kaplan Avenue, 16000 Kaplan Avenue, and 16040 Kaplan Avenue (APNs 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, and 8250-001-017)

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a Project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your Project or site conditions changes, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

For purposes of these conditions, the term "Property Owner" shall include any party or parties other than the Successor Agency to the Industry Urban-Development Agency, and/or the City of Industry.

PLANNING DIVISION

Development Plan Conditions

1. The Applicant and Property Owner shall file an executed and acknowledged Acceptance of Terms and Conditions of Development Plan No. 22-07 within 10 calendar days after the approval of said entitlements. The Applicant and Property Owner understand and agree that approval of the Resolution for Development Plan No. 22-07 will be of no force or effect unless such written consent is submitted to the City within the stated 10-day period.
2. Failure to comply with any of the conditions set forth herein, or as subsequently amended in writing by the City, may result in failure to obtain a building final and/or a Certificate of Occupancy until full compliance is reached. The City's requirement for full compliance may require minor corrections and/or complete demolition of a noncompliant improvement, regardless of costs incurred, where the Project does not comply with design requirements and approvals that the Applicant agreed to when permits were pulled to construct the Project.
3. Construction plans submitted for Building Permits shall be in substantial compliance with plans approved by this action on **DATE(INSERT CITY COUNCIL DATE)**. Any

modifications to the use, building, site, or Project description shall be subject to review and approval by the Planning Department and may require a separate planning entitlement review process.

4. A copy of the conditions of approval provided herein shall be included in the construction documentation package for the Project, which shall be continuously maintained on site during construction.
5. It shall be the responsibility of the Property Owner and Applicant to ensure that any required permits, inspections, and approvals from any regulatory agency shall be obtained from the concerned agency prior to the establishment of the use.
6. The Project uses shall always operate in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking, or other actions.
7. All building corners shall be established by a licensed surveyor prior to construction of the foundation.
8. Prior to issuance of a building permit, the Applicant shall submit a Lighting Plan showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture for review and approval of the City of Industry Planning Department, the Los Angeles County Building and Safety Department and the Los Angeles County Sheriff's Department.
9. The Lighting Plan shall ensure any exterior night lighting installed on the Project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. The fixtures will be reviewed for quality, aesthetics, illumination values, sustainability values such as LED and shall be decoratively and architecturally consistent with the building design. The location, height, style, and design shall be reviewed and approved by the City of Industry Planning Department and the Los Angeles County Building and Safety Department.
10. A complete landscape/irrigation package prepared by a landscape architect licensed by the State of California shall be reviewed and approved by the City of Industry Planning Department prior to issuance of building permit. The plans shall include the following elements: a. Water conservation concept statement. b. Calculation of maximum applied water allowance. c. Calculation of estimated total water use. d. Landscape design plan. e. Irrigation design plan. f. Certificate of substantial completion. g. The landscape plan shall demonstrate compliance with Zoning Ordinance requirements related to minimum dimensions and percentages of landscaping in parking areas, including required front yard setback landscaping.
11. Prior to the issuance of certificates of use and occupancy, the Applicant shall install said landscaping and irrigation system and shall have a licensed landscape architect or licensed landscape contractor, certify in writing that it was installed in accordance with the approved plan. Said written certification shall be submitted to the Planning Department.

12. The landscape irrigation system shall be designed to accept recycled water from future recycled water lines, which are currently being planned to be in the area. The irrigation plan, which is submitted to the City for approval per Chapter 13.18 of the Municipal Code, shall be designed and clearly noted to allow the transition from potable water to recycled water when and if recycled water lines are eventually installed in the immediate vicinity.
13. All irrigation systems shall function properly, and landscaping shall be maintained in a healthy and thriving condition. The maintenance of landscaping and the irrigation system shall be permanently provided for all areas of the Project site, as well as walkways and the portion of public rights-of-way abutting the Project site. Furthermore, the plans shall identify responsibility for the continued maintenance.
14. Trash enclosures shall be provided with three decorative walls, enhanced wall caps, a pedestrian entrance, a gate, and a structural steel cover, in a style compatible with the structure's architecture. The gate shall be maintained in working order and shall remain closed except when in use.
15. Storage use and removal of toxic substances, solid waste, and flammable liquids shall conform to all applicable federal, state, and local regulations. All required licensing shall always be maintained in good order.
16. All proposed mechanical units, air conditioning equipment, blowers, make-up air units, ducts, etc. shall be shown on the building permit plans. The Applicant shall effectively screen from view all ducts, blowers, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building. Screening details shall be shown on the plans submitted for issuance of building permits, the adequacy of which shall be determined by the Planning Department. All required screening shall be provided prior to occupancy. The construction plans shall include appropriate elevations and cross-section drawings demonstrating how such equipment is to be screened from view (include dimensions, materials, colors, etc.).
17. All ground mounted utility structures such as transformers and back flow prevention valves shall be located out of view from a public street or screened using landscaping and/or masonry walls.
18. A bumper guard or wheel stops shall be provided, where necessary, to protect the structure or parked vehicle.
19. The Applicant, and/or Property Owner shall arrange for a final inspection by representatives of the City of Industry Planning Department, the Los Angeles County Building and Safety Department, the City of Industry Public Works Department, and the Los Angeles County Fire Department prior to the release of occupancy. Any discrepancy between the approved plans and the field conditions shall be remedied prior to occupancy such that the field condition is consistent with the approved plans.

20. Pedestrian paths shall be maintained in such manner to allow the safe and convenient passage of people across drive aisles. Pedestrian pathways shall be clearly marked with paint and/or enhanced paving materials and designated with adequate and appropriate signage. Pedestrian pathways adjacent to the drive aisles shall be separated by a raised curb or other device to ensure a safe and adequate separation between pedestrians and motor vehicles.
21. Prior to any permit issuance, the Applicant shall provide a letter to the Planning Department that certifies that the following will be adhered to during all stages of development:
 - All equipment used on site meets the EPA Tier 4 Interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the City that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB's regulations.
 - All equipment used on site has emission noise control parts in place and have not been altered in any way from their initial condition as delivered from the factory.
 - A list of all operating equipment in use on the construction site including the make, model, and numbers of each piece of equipment.
 - All equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
 - All nonessential idling of construction equipment is limited to no more than five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.
22. Prior to issuance of grading permits, Applicant shall identify to the Planning Department a construction relations officer to function as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.
23. Electronic gates shall be equipped with a Knox electric switch and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments. The location of Knox boxes shall be shown on the building plans and approved by both the Los Angeles County Fire Department and the Los Angeles County Sheriff Department.
24. A note shall be added to the building plans stating that the construction contractor shall only use interior and exterior paints with a VOC content of 90 grams per liter

(g/L) or less for the building structures to reduce VOC emissions. Prior to issuance of building permits, the construction contractor shall provide documentation to the satisfaction of the Planning Department that verifies use of coatings with a VOC content of 90 g/L or less.

25. The Applicant/Property Owner shall comply with all surface drainage and driveway requirements set forth in the City's Code.
26. The Applicant shall comply with all the requirements set forth in the mitigation measures of the MND for the Project. In the event of any conflict between the Conditions of Approval set forth herein and those set forth in the MND, the mitigation measures set forth in the MND shall prevail.

Mitigation Measures

27. BIO-1: Pre-Construction Nesting Bird Survey

If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), 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 CFGC, the nesting bird survey shall occur no earlier than 15 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).

28. CUL-1 Inadvertent Archaeological Discovery

If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which are evidence of cultural or archaeological resource are discovered, the Property owner shall immediately advise the City of such, and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.

29. GEO-1 Grading and Construction

The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc. dated June 8, 2022 (Appendix F). The recommendations are presented in Section 6.0 Geotechnical Design

Recommendations and Section 7.0 Construction Considerations of the report under the following subheadings: seismic design parameters, expansive soil, building foundations, spread footings or continuous footings, lateral resistance, floor slab, flatwork, corrosion considerations, pavement recommendations, utilities, site drainage, site preparation, and engineered fill and compaction criteria (pages 6-13).

30. GEO-2 Inadvertent Paleontological Discovery

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

31. HAZ-1 Hazards & Hazardous Materials

The Project shall incorporate the recommendations provided in the Environmentally Regulated Materials Survey Report prepared by Citadel EHS, dated November 17, 2022 (Appendix E). The recommendations are presented in Section 4.0 Conclusions and Recommendations under the following sub-headings: Asbestos and Lead-Containing Materials (pages 12-15).

32. 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 commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- 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.

33.TCR-2: Unanticipated Discovery of Tribal Resource Objects (Non-Funery/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.

34.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.

BUILDING DIVISION

35. The Project shall comply with the adopted California Model Code (California Code of Regulations, Title 24).
36. The Project shall comply with the applicable provisions of the California Green Building Standards Code and provide at least 15% of the rooftop area for solar photovoltaic power.
37. Prior to the issuance of any permit a soils report is required to be submitted to the Building Division for review and approval.
38. The Project shall provide Americans with Disabilities Act (ADA) compliance accessibility to public right-of-way.
39. The Project shall provide Americans with Disabilities Act (ADA) compliance throughout the site.

PUBLIC WORKS AND ENGINEERING

40. The Applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.
41. The Applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up utilities.
42. The Applicant shall construct storm drains and water quality devices to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities.
43. Prior to the issuance of any building permits, the Applicant shall consult with the City Engineer and demonstrate that each building is equipped with its own sewer line and that the sewer lines join before the connection to the main sewer line.
44. In conformance with Chapter 13.16 of the Municipal Code, and prior to the start of grading and construction, the Applicant shall provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.
45. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will implement an effective combination of erosion and sediment control BMPs consistent with the NPDES construction general permit to prevent erosion and sediment loss and the discharge of construction wastes, to the satisfaction of the City Engineer, which shall be in the form of a storm water soil loss prevention plan (also called an erosion control plan

or a water pollution control plan).

46. In conformance with Chapter 13.16 of the Municipal Code, the Applicant shall provide: 1) a Low Impact Development (LID) plan; and 2) an operations, maintenance, and monitoring plan to the City Engineer for review and approval. Upon approval, the Applicant shall construct storm drains and water quality devices according to the approved plans and the satisfaction of the City Engineer. Prior to building final and/or issuance of the certificate of occupancy, the Applicant shall provide the City Engineer with a signed and recorded covenant and agreement stating that the Property and all structural or treatment control Best Management Practices (BMPs) will be maintained in compliance with the municipal NPDES permit (also sometimes called the MS4 permit) and other applicable regulatory requirements.
47. In conformance with Chapter 13.16 of the Municipal Code, all future owners or successors of a property subject to a requirement for maintenance of structural and treatment control BMPs must either: 1) assume responsibility for maintenance of any existing structural or treatment control BMPs at least once a year and retain proof of maintenance/inspection for review by the City Engineer upon request; or 2) replace an existing structural or treatment control BMP with new control measures or BMPs meeting the then current standards of the City and the municipal NPDES permit. Prior to building final and/or issuance of the certificate of occupancy, this requirement will be included in a recorded restrictive covenant on Property and included in any sale or lease agreement or deed of the Property.
48. Prior to obtaining a Certificate of Occupancy, Applicant shall submit digital copies of as-built plans to the City Engineer.
49. Prior to the close out of the grading permit, the Applicant shall video via CCTV or any other applicable method all sewer and storm drains on-site and submit to the City Engineer for approval.
50. Prior to the issuance of building permits for any interior improvements that serve to create separate units within the building, the Applicant shall consult with the City Engineer and demonstrate that each separate unit is equipped with its own sewer line and that the sewer lines join together before the connection to the main sewer line. This will allow for the addition of a clarifier or grease interceptor if required to serve future tenants/uses in the building.
51. Depending upon the nature of the proposed use, the Applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer depending on the building use.
52. The Applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications.
53. Applicant shall record a "Final Parcel Map", so as to merge all parcels per Parcel Map No. 129, Book 107 Page 46, excepting Lot 1 of said map.

54. The Applicant shall construct street lights, conduits, pull boxes, pole foundations and poles along frontages and metering pedestal to the satisfaction of the City Engineer prior to the final approval of the development and hook-up utilities.
55. The Applicant shall construct off-site street improvements, such as curb and gutter, drive approaches, as required by the development to the satisfaction of the City Engineer prior to the final approval of the development.
56. The Applicant shall verify that the AASHTO WB-67 truck can maneuver through the existing curb return at the southwest corner of Amar Road and Echelon Avenue. An increased radius of curb return shall be constructed as mitigation, if required to the satisfaction of the City Engineer.
57. The Applicant shall provide for review and record the sidewalk easements across proposed driveway entrances along frontages for public access, if required.
58. The Applicant/Property Owner shall comply with the Subdivision Ordinance of the City of Industry

CODE REQUIREMENTS AND STANDARDS

The following is a list of general planning conditions, code requirements and standards deemed applicable to the proposed Project. The list is intended to assist the Applicant by identifying requirements that must be satisfied during the various stages of Project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your Project or site conditions changes, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

59. The Applicant and/or successor in interest shall comply with all Federal, State, County, and local laws, rules, and ordinances.
60. The Applicant shall pay off all existing deficit deposit accounts associated with processing this permit. The Applicant shall provide a receipt to the Planning Department, which shows that all discretionary deposit accounts have been paid. No Certificate of Occupancy or Final Planning Division Inspection will be issued/completed if there are deficit deposit accounts.
61. Current and future property owners, business managers, operators, successors, assigns, etc. shall be responsible for ensuring and complying with all conditions of approval contained herein.
62. The Applicant shall abide and continue to comply with all previous City approvals, permits, or requirements relating to the subject property, unless explicitly superseded or revised by this Approval.
63. The Applicant/Property Owner shall construct adequate fire protection facilities to

the satisfaction of the Los Angeles County Fire Department.

64. The Applicant/Property Owner shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must join at the connection point.
65. The Applicant/Property Owner shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of any building permit. Such plans shall be in substantial conformity with the approved development plans.
66. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant/Property Owner shall provide a Storm Water Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.
67. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Code, Section 12.08.390).
68. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The finding shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).
69. Hours of construction are limited to 7:00 am to 7:00 pm Monday through Saturday with no construction on Sundays.

INTERPRETATION AND ENFORCEMENT

70. The City of Industry Planning Department, the Los Angeles County Building and Safety Department, the City of Industry Public Works Department, and the Los Angeles County Fire Department shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.
71. The Planning Department may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, latest information, and/or relevant factors if the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has

been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code

INDEMNIFICATION

72. The Applicant and any of its heirs, successors and assigns, shall defend, indemnify, and hold harmless the City and its elected officials, officers, employees, agents and volunteers ("City Indemnitees") from any claim, action or proceedings, liability cost, including attorneys' fees and costs against the City Indemnitees, caused or alleged to have been caused by reason of the Applicant's activities in connection with Development Plan No. 22-07. This indemnity provision applies to all damages and claims for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for Development Plan No. 22-07.

In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, including the environmental review, or any other supporting document relating to Development Plan 22-07, the Applicant and its successors and assigns, shall indemnify, defend and hold harmless the City Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City Indemnitees in relation to such action. The City shall have the right to select counsel of its choice.

The City shall promptly notify Applicant of any claim, action or proceeding, and shall cooperate fully in the defense thereof.

END OF CONDITIONS

Exhibit J

Initial Study/Mitigated Negative Declaration

[Attached]

**Draft Initial Study and
Mitigated Negative Declaration**

**Amar Industry Hills Development
15940-16016 Amar Road and 15940-16040 Kaplan Avenue
City of Industry**

Lead Agency:



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

Prepared By:



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

November 30, 2023

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APPENDICIES

- Appendix A -** Amar and Kaplan Avenue Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. August 25, 2023.
- Appendix B -** Amar and Kaplan Avenue Mobile Source Health Risk Assessment. Urban Crossroads, Inc. August 25, 2023.
- Appendix C -** Phase I Environmental Site Assessment Industry Hills Business Center 15940-16056 Amar Road and 15940-16063 Kaplan Avenue City of Industry, California. Ramboll US Consulting, Inc. May 2022.
- Appendix D -** Addendum to Phase I Environmental Site Assessment 16008 Amar Road City of Industry, California. Ramboll US Consulting, Inc. May 22, 2023.
- Appendix E -** Environmentally Regulated Materials Survey Report Limited Due Diligence Asbestos and Lead Survey 16008 Amar Road, City of Industry, California 91744. Citadel EHS. November 17, 2022.
- Appendix F -** Geotechnical Investigation Report for Industrial Development Site 16008 Amar Road City of Industry, California. Langan Engineering and Environmental Services, Inc. June 8, 2022.
- Appendix G-** Update to Geotechnical Engineering Report Amar Road Industrial Development City of Industry, California Langan Project No.: 700117702. Langan Engineering and Environmental Services, Inc. March 20, 2023.
- Appendix H -** Low Impact Development Plan (LID Plan) Hines Industry Hills 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave. Accessor Parcel Number: 8250-001-011, 8250-012-017, City of Industry, CA 91744. Ware Malcomb. September 9, 2022, revised November 16, 2022.
- Appendix I -** Hydrology and Hydraulics Study for 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave. Accessor Parcel Number: 8250-001-011, 8250-012-017, City of Industry, Los Angeles County, California 91744. Ware Malcomb. November 16, 2022.
- Appendix J -** Preliminary Assessment of Environmental Noise, Amar Road Development, City of Industry, CA CEQA Noise Report. Veneklasen Associates, Inc. August 16, 2023.
- Appendix K -** Vehicle Miles of Travel (VMT) Assessment for 15940-16016 Amar Blvd, 15940,15941, 16000, 16023 & 16040 Kaplan Ave. CNC Engineering. April 5, 2023.



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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.*), and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*), (“CEQA”) to evaluate the potential environmental impacts associated with the implementation of the proposed Amar Industry Hills Development (“Project”) located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue, in the City of Industry, California. This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

1.2 Documents Incorporated by Reference

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

- City of Industry 2014 General Plan (adopted June 12, 2014)
- City of Industry General Plan Update Final Environmental Impact Report (June 12, 2014)
- City of Industry Municipal Code Chapter 17.16 “Industrial Zone”
- 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)
- 2016 Air Quality Management Plan (AQMP) (adopted March 3, 2017)

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:

- Amar and Kaplan Avenue Air Quality and Greenhouse Gas Assessment (Appendix A)
- Amar and Kaplan Avenue Health Risk Assessment (Appendix B)
- Phase I Environmental Site Assessment Industry Hills Business Center 15940-16056 Amar Road and 15940-16063 Kaplan Avenue (Appendix C)
- Addendum to Phase I Environmental Site Assessment 16008 Amar Road (Appendix D)
- Environmentally Regulated Materials Survey Report Limited Due Diligence Asbestos and Lead Survey 16008 Amar Road (Appendix E)
- Geotechnical Investigation Report for Industrial Development Site 16008 Amar Road (Appendix F)
- Update to Geotechnical Engineering Report Amar Road Industrial Development (Appendix G)
- Low Impact Development Plan (LID Plan) Hines Industry Hills 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave (Appendix H)
- Hydrology and Hydraulics Study for 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave (Appendix I)



- Preliminary Assessment of Environmental Noise Amar Road Development, City of Industry, CA CEQA Noise Report (Appendix J)
- Vehicle Miles of Travel (VMT) Assessment for 15940-16016 Amar Blvd, 15940,15941, 16000, 16023 & 16040 Kaplan Ave (Appendix K)



CHAPTER TWO – ENVIRONMENTAL CHECKLIST

2.1 Project Summary

1. Project Title:

Amar Industry Hills Development

2. Lead Agency Name and Address:

City of Industry
15625 East Stafford Street
City of Industry, CA 91744

3. Contact Person and Phone Number:

Dina Lomeli, Contract Senior Planner
(626) 333-2211 ext. 115
dlomeli@cityofindustry.org

4. Project Location:

15940-16016 Amar Road and 15940-16040 Kaplan Avenue
City of Industry, CA 91744

5. Project Applicant's Name and Address:

Amar Industry Hills, LLC
11845 W. Olympic Blvd, Suite 1035 W
Los Angeles, CA 90064

6. General Plan Designation:

Employment APN: 8250-001-013, -14, -15, -16, -17
Commercial APN: 8250-001-011, -12

7. Zoning Designation:

Industrial (M) APN: 8250-001-013, -14, -15, -16, -17
Commercial (C) APN: 8250-001-011, -12

8. Project Description:

Amar Industry Hills, LLC ("Applicant"), submitted to the City of Industry ("City") applications for a General Plan Amendment ("GPA"), Zone Change ("ZC"), Parcel Map, and Development Plan ("DP") for the construction of the proposed Amar Industry Hills Development on approximately 10.09 acres of non-vacant land located at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue ("Project") in the City. (Refer to *Figure 2-1 Regional Vicinity*) The Project area consists of seven (7) parcels: Accessor's Parcel Numbers (APNs) 8250-001-011, 8250-001-012, 8250-001-013, 8250-001-014, 8250-001-015, 8250-001-016, 8250-001-017. (Refer to *Figure 2-2 Project Boundary* and *Figure 2-3 Accessor Parcel Numbers*; Table 1 - Parcel Summary, provides a parcel summary that includes the APN, parcel address, parcel size, and proposed applications.)



Table 1 - Parcel Summary

Parcel	Assessor Parcel Number (APN)	Parcel Address	Acres	Proposed Applications
1	8250-001-011	15940 Amar Road	1.27	GPA; ZC; Parcel Map; DP
2	8250-001-012	16016 Amar Road	2.39	GPA; ZC; Parcel Map; DP
3	8250-001-013	16023 Kaplan Avenue	1.43	Parcel Map; DP
4	8250-001-014	15941 Kaplan Avenue	1.54	Parcel Map; DP
5	8250-001-015	15940 Kaplan Avenue	0.89	Parcel Map; DP
6	8250-001-016	16000 Kaplan Avenue	0.93	Parcel Map; DP
7	8250-001-017	16040 Kaplan Avenue	0.97	Parcel Map; DP

The City's General Plan land use designation for the Project site is Commercial for APNs 8250-001-011 and 8250-001-012, and Employment for the remaining five (5) parcels. (Refer to *Figure 2-4 General Plan Land Use*) The zoning designation for the Project site is Commercial (C) for APNs 8250-001-011 and 8250-001-012, and Industrial (M) for the remaining five (5) parcels. (Refer to *Figure 2-5 Zoning*). The Project site is located within the northern portion of the City and is surrounded by industrial uses to the west in the City, commercial and single-family residential uses to the north, and single-family residential uses to the east in Valinda (unincorporated Los Angeles County). The site is bordered by Amar Road to the north, N. Echelon Avenue to the east, Puente Creek Channel and adjacent industrial uses to the south, and an existing public storage facility to the west.

The following applications for the Project are proposed:

- A General Plan Amendment (“GPA”) to change the General Plan land use designation from Commercial to Employment for APNs 8250-001-011 and 8250-001-012.
- A Zone Change (“ZC”) to change the zone classification from Commercial (C) to Industrial (M) for APNs 8250-001-011 and 8250-001-012.
- A Parcel Map Application for Tentative Parcel Map No. 083978, which involves merging the seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue. (Refer to *Figure 2-6 Tentative Parcel Map No. 083978*).
- A Development Plan (“DP”) for the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

The proposed building consists of a 199,460 square-foot footprint with a 6,000 square-foot mezzanine, resulting in a total floor area of 205,460 square feet. (Refer to *Figure 2-7 Site Plan*). The building includes 193,460 square feet for warehouse space and 6,000 square feet for office space on the first floor, and 6,000 square feet of office space on the second floor. The proposed



building is expected to operate as an industrial warehouse 24 hours a day, seven (7) days a week. Project operation is estimated to include a total of 464 employees with approximately three (3) shifts per day, and an estimated one hundred (100) employees per shift. The Project site currently consists of ten (10) commercial and industrial buildings, totaling 164,259 square feet. The existing on-site buildings, parking lots, and associated improvements will be demolished as a part of this Project. Table 2 – Existing Building Summary, provides a building summary that includes the location, square footage, height, existing use, and year built for each existing building. In addition to the proposed demolition, the Project requires the abandonment of the right-of-way and easements for Kaplan Avenue.

Table 2 - Existing Building Summary

Building	Location	Square Footage	Height	Existing Use	Year Built
1	15940 to 16012 Amar Rd	18,280	16.3'	Commercial	1979
2	15940 to 16012 Amar Rd	30,008	16.3'	Commercial	1979
3	15959 to 15941 Kaplan Ave	13,065	15.0'	Light Manufacturing	1979
4	16001 to 16021 Kaplan Ave	14,378	15.0'	Light Manufacturing	1979
5	16023 to 16043 Kaplan Ave	13,728	15.0'	Light Manufacturing	1979
6	16045 to 16065 Kaplan Ave	13,647	15.0'	Light Manufacturing	1979
7	15940 to 15946 Kaplan Ave	16,715	19.0'	Light Manufacturing	1979
8	16000 to 16010 Kaplan Ave	10,210	17.0'	Light Manufacturing	1987
9	16020 to 16032 Kaplan Ave	10,210	17.4'	Light Manufacturing	1987
10	16040 to 16050 Kaplan Ave	10,213	17.5'	Light Manufacturing	1987

The Project is accessible via a fifty-foot-ten-inch (50'-10") driveway and a forty-two-foot (42') driveway off Amar Road, and a thirty-five-foot (35') driveway off Echelon Avenue. Section 17.36.060.K. of the City's Municipal Code ("Code") specifies that "the number of parking spaces which shall be provided is based upon the square footage of the building which they are intended to serve and the use to which that building is to be put." Based on the total building area of 205,460 square feet, the Project requires 255 parking stalls. The Project includes 203 standard parking stalls and 52 compact parking stalls, for a total of 255 parking stalls. Additionally, the Project includes 34 trailer parking stalls, 24 dock-high doors for truck docking, and two (2) additional doors at grade. Thus, the proposed parking for the Project complies with the City's Municipal Code. Pursuant to Section 17.36.060.Q. of the City's Code, 12 percent of the subject parcel must be landscaped, which is 53,458 square feet for the Project site. The Project includes



53,458 square feet of total landscaped area (12% of the Property), and therefore complies with the City's Municipal Code.

9. Surrounding Land Uses and Setting:

The Project site has a General Plan land use designation of Employment (APNs: 8250-001-011, -012) and Commercial (APNs: 8250-001-013, -14, -15, -16, -17) and is zoned Industrial (M) and Commercial (C). Immediate surroundings to the south and west have a land use designation of Employment and are zoned as Industrial (M). Uses north and west of the site are located within Valinda (unincorporated Los Angeles County) and consist of single-family residences.

North: The Project site is bounded to the north by Valinda (unincorporated Los Angeles County), zoned C-2-BE (Neighborhood Commercial) with a General Commercial (CG) land use designation. Uses include single-family residences and commercial businesses.

East: The Project site is bounded to the east by Valinda (unincorporated Los Angeles County), zoned R-1-6000 (Single Family Residence) and A-1-6000 (Light Agriculture) and designated Residential 9 (H9). Uses to the east consist of single-family residences.

South: The Project site is bounded to the south by Industrial (M) zoning, and designated Employment land use within the City of Industry.

West: The Project site is bounded to the west by Industrial (M) zoning, and designated Employment land use within the City of Industry.

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.?

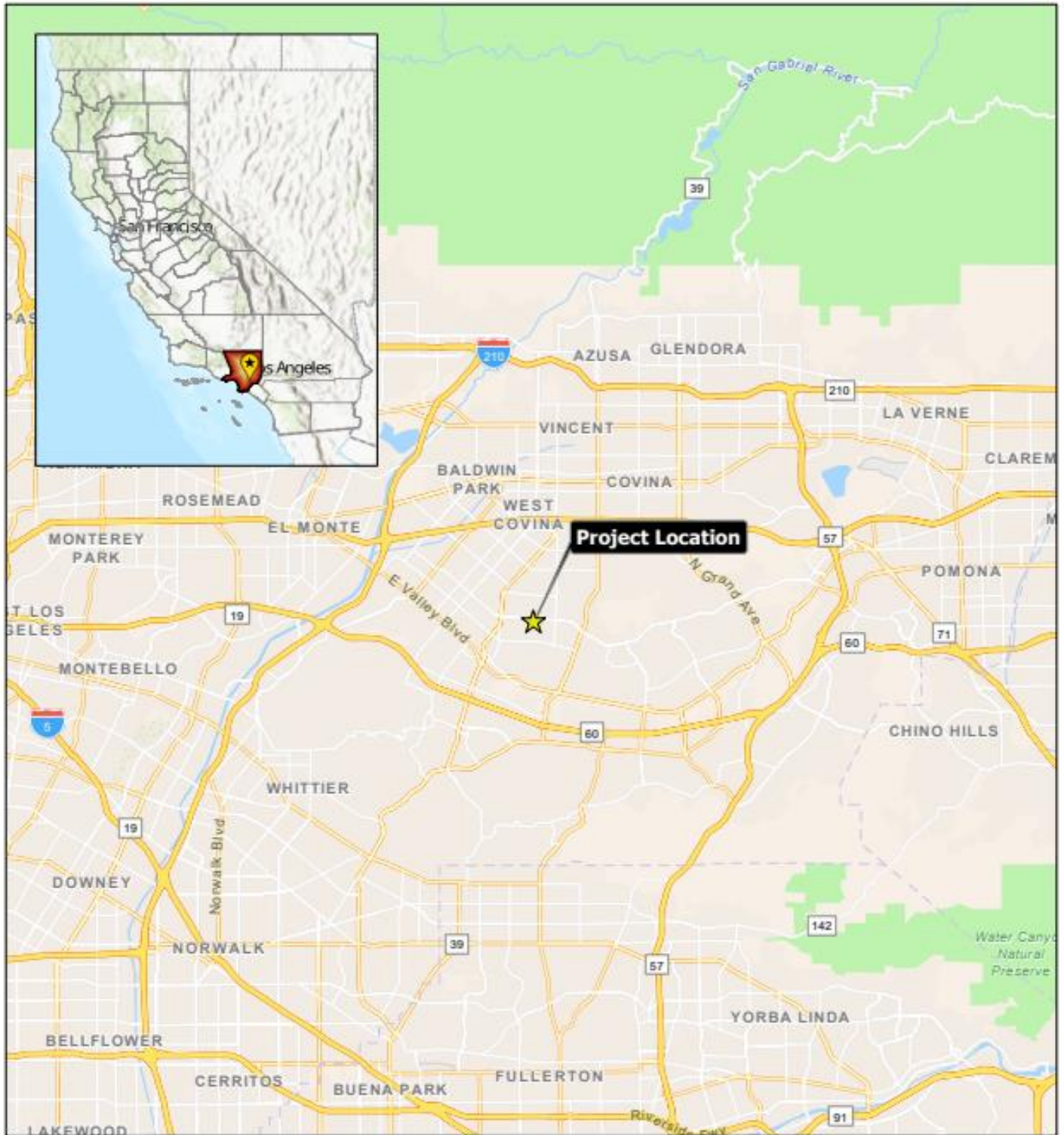
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental 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 January 5, 2023, to three (3) tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The tribes included in the notification were the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians.

The City received a request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation was conducted on March 14, 2023. The Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures on March 16, 2023. The mitigation measures are incorporated in *Section V. Cultural Resources* and *Section XVIII. Tribal Cultural Resources* of this Initial Study/Mitigated Negative Declaration (IS/MND). The City therefore complied with the requirements of AB 52.





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Engineering and Consulting
www.casc.com



0 2.25 4.5 9
Miles

Figure 2-1 Regional Vicinity

Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
City of Industry, County of Los Angeles

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

APN: 8250-001-011, -12, -13, -14, -15, -16, -17

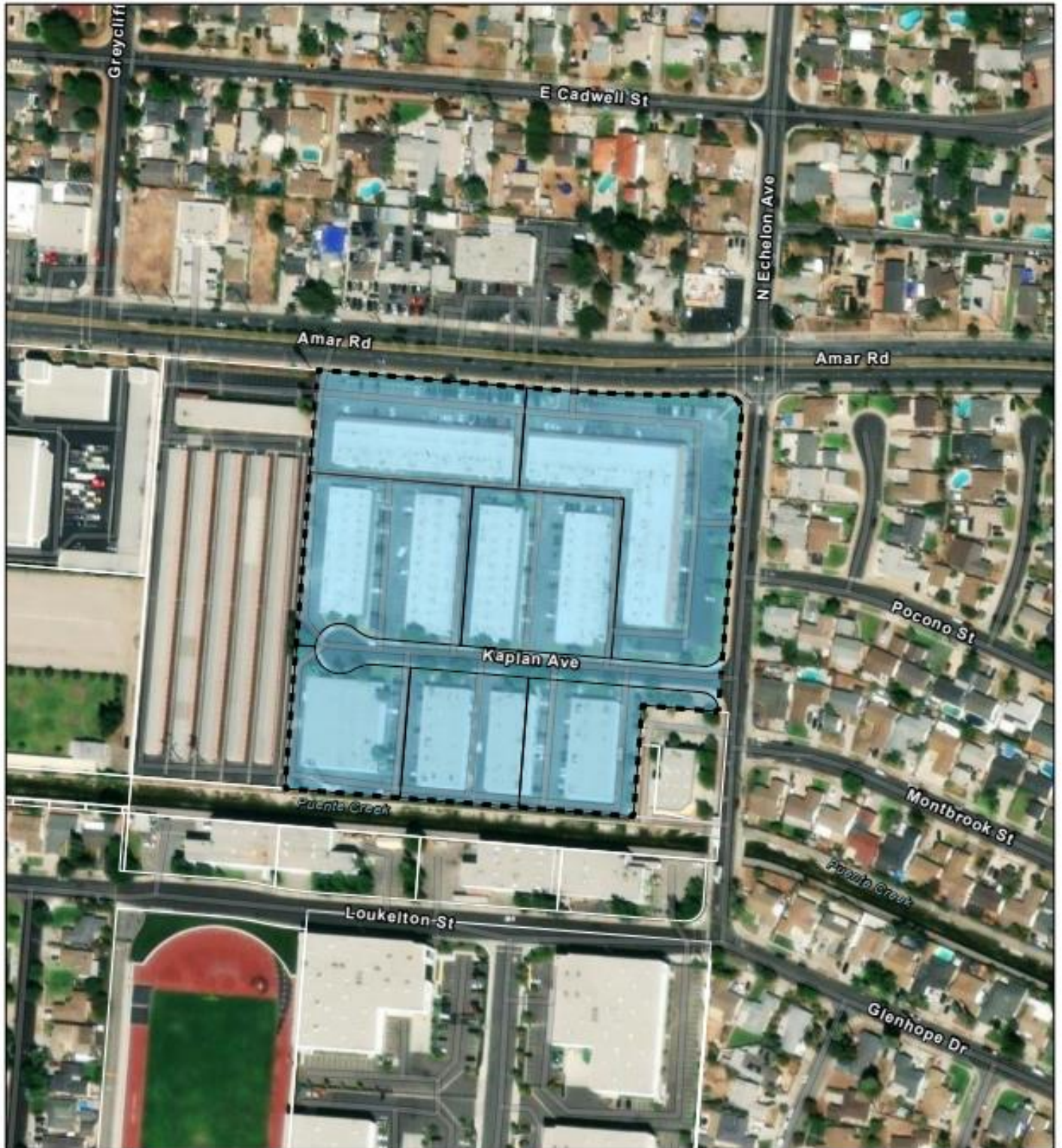


Figure 2-2 Project Boundary
 Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
 City of Industry, County of Los Angeles

APN: 8250-001-011, -12, -13, -14, -15, -16, -17



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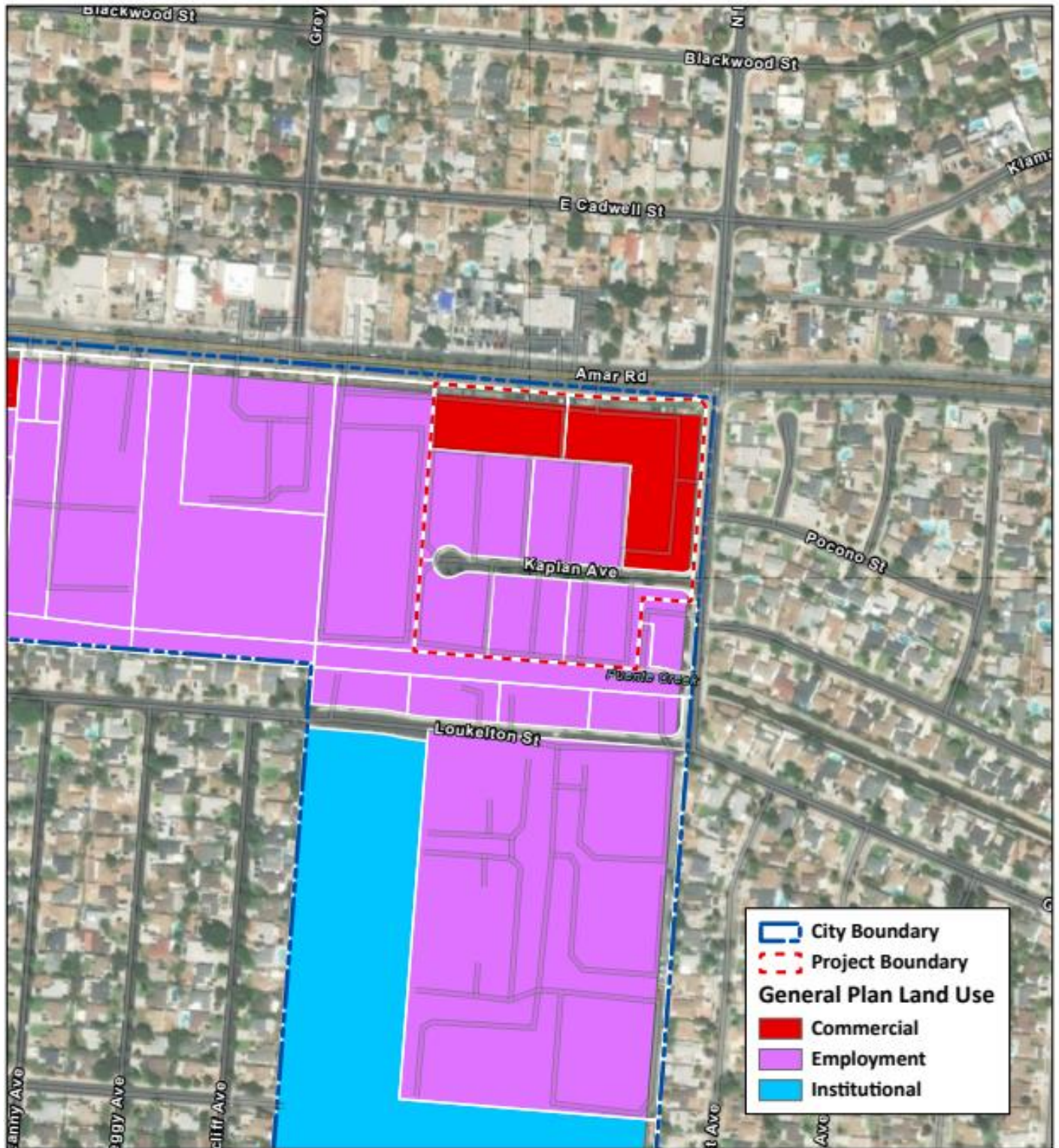
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Figure 2-3 Assessor's Parcel Number
Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
City of Industry, County of Los Angeles

APN: 8250-001-011, -12, -13, -14, -15, -16, -17



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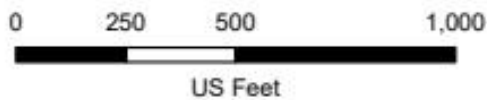
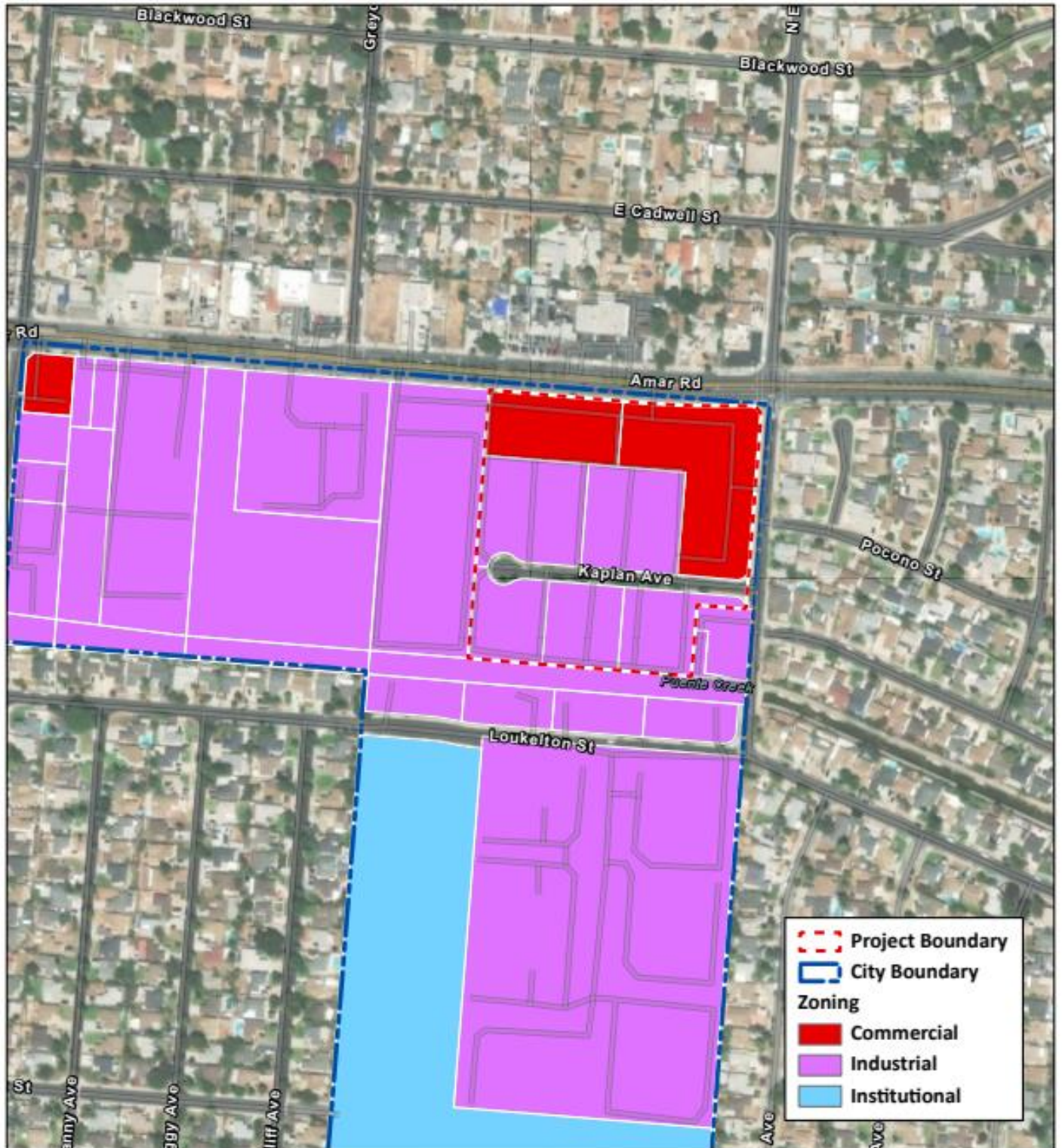


Figure 2-4 General Plan Land Use

Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
City of Industry, County of Los Angeles



CASC
Engineering and Consulting

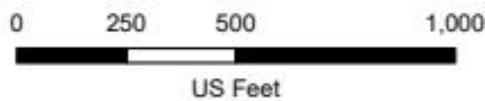
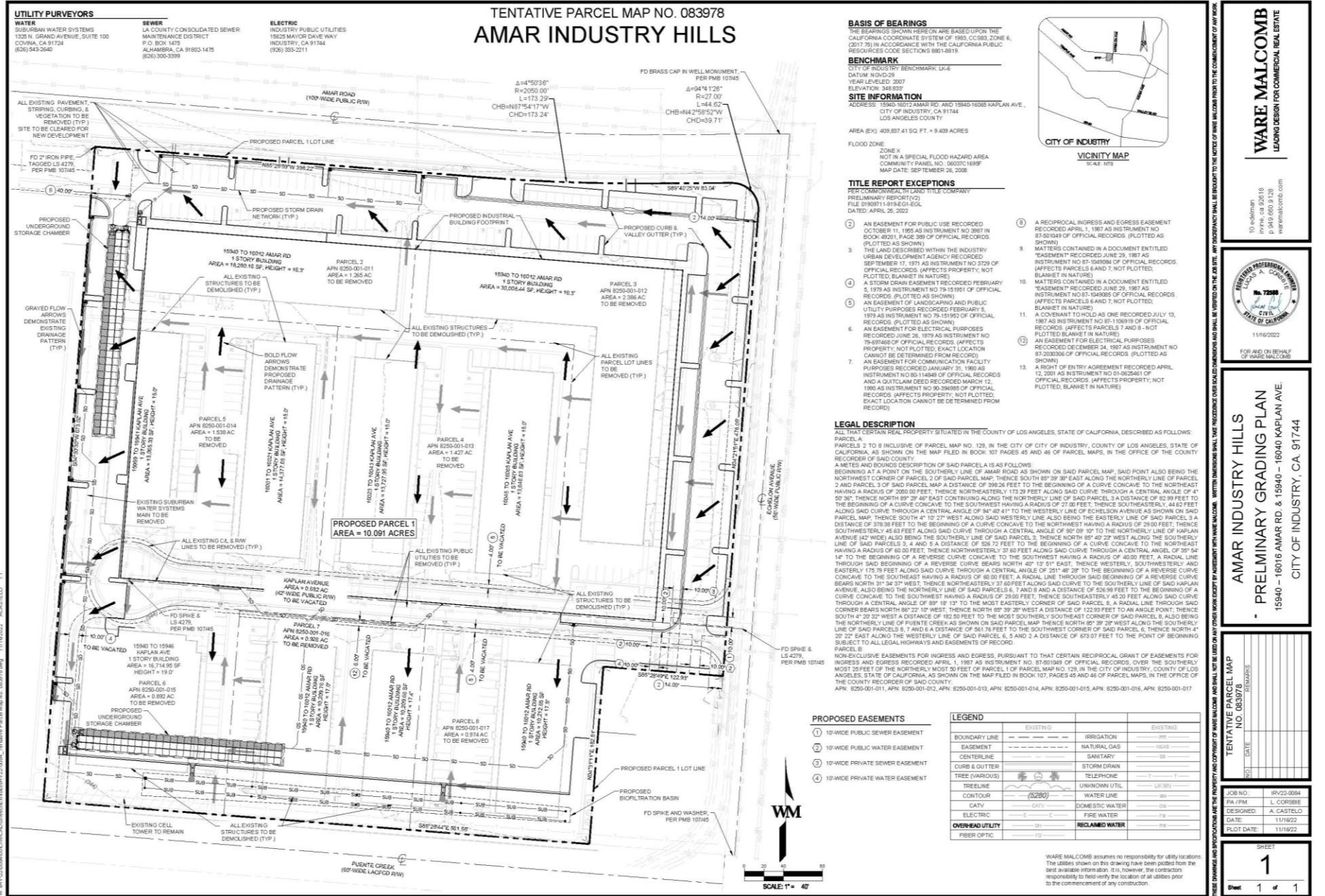


Figure 2-5 Zoning Amar Industry Hills Development

15940-16016 Amar Rd. & 15940-16040 Kaplan Ave.
City of Industry, County of Los Angeles

Figure 2-6: Tentative Parcel Map No. 083978

CAUTION: IF THIS SHEET IS NOT 24"x36" IT IS A REDUCED PRINT



BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 6, (2011) 75, IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819.

BENCHMARK
CITY OF INDUSTRY BENCHMARK, L-6
DATUM: NAVD 83
YEAR ELEVATED: 2007
ELEVATION: 348.833'

SITE INFORMATION
ADDRESS: 15940 16016 AMAR RD. AND 15940 16008 KAPLAN AVE.,
CITY OF INDUSTRY, CA 91744
LOS ANGELES COUNTY
AREA (EX): 409,887.41 SQ. FT. = 9.429 ACRES
FLOOD ZONE: NONE
NOT IN A SPECIAL FLOOD HAZARD AREA
COMMUNITY PANEL NO.: 06020C169F
MAP DATE: 02/15/2022

TITLE REPORT EXCEPTIONS
PER COMBINATION LATEST TITLE COMPANY
PRELIMINARY REPORT (V2)
FILE #190911-018-02-02-02
DATED: APRIL 25, 2022

- AN EASEMENT FOR PUBLIC USE RECORDED OCTOBER 11, 1955 AS INSTRUMENT NO. 3987 IN BOOK 40201, PAGE 398 OF OFFICIAL RECORDS, (PLOTTED AS SHOWN)
- THE LAND DESCRIBED WITHIN THE INDUSTRY URBAN DEVELOPMENT AGENCY RECORDED SEPTEMBER 17, 1971 AS INSTRUMENT NO. 3720 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, BLANET IN NATURE)
- A STORM DRAIN EASEMENT RECORDED FEBRUARY 5, 1978 AS INSTRUMENT NO. 79151951 OF OFFICIAL RECORDS, (PLOTTED AS SHOWN)
- AN EASEMENT OF LANDSCAPING AND PUBLIC UTILITY PURPOSES RECORDED FEBRUARY 5, 1978 AS INSTRUMENT NO. 79151950 OF OFFICIAL RECORDS, (PLOTTED AS SHOWN)
- AN EASEMENT FOR ELECTRICAL PURPOSES RECORDED JUNE 26, 1979 AS INSTRUMENT NO. 79-08848 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, BLANET IN NATURE)
- AN EASEMENT FOR ELECTRICAL PURPOSES RECORDED JUNE 26, 1979 AS INSTRUMENT NO. 79-08848 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, BLANET IN NATURE)
- AN EASEMENT FOR COMMUNICATION FACILITY PURPOSES RECORDED JANUARY 31, 1980 AS INSTRUMENT NO. 81-1468 OF OFFICIAL RECORDS, AND A QUILTAM DEED RECORDED MARCH 12, 1980 AS INSTRUMENT NO. 80-38685 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, EXACT LOCATION CANNOT BE DETERMINED FROM RECORD)
- A RECIPROCAL INGRESS AND EGRESS EASEMENT RECORDED APRIL 1, 1987 AS INSTRUMENT NO. 87-501949 OF OFFICIAL RECORDS, (PLOTTED AS SHOWN)
- MATTERS CONTAINED IN A DOCUMENT ENTITLED "EASEMENT" RECORDED JUNE 29, 1987 AS INSTRUMENT NO. 87-30886 OF OFFICIAL RECORDS, (AFFECTS PARCELS 6 AND 7, NOT PLOTTED, BLANET IN NATURE)
- MATTERS CONTAINED IN A DOCUMENT ENTITLED "EASEMENT" RECORDED JUNE 29, 1987 AS INSTRUMENT NO. 87-30886 OF OFFICIAL RECORDS, (AFFECTS PARCELS 6 AND 7, NOT PLOTTED, BLANET IN NATURE)
- A COVENANT TO HOLD AS ONE RECORDED JULY 13, 1987 AS INSTRUMENT NO. 87-19699 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, BLANET IN NATURE)
- AN EASEMENT FOR ELECTRICAL PURPOSES RECORDED DECEMBER 24, 1987 AS INSTRUMENT NO. 87-202036 OF OFFICIAL RECORDS, (PLOTTED AS SHOWN)
- A RIGHT OF ENTRY AGREEMENT RECORDED APRIL 12, 2001 AS INSTRUMENT NO. 02-02540 OF OFFICIAL RECORDS, (AFFECTS PARCELS 7 AND 8, NOT PLOTTED, BLANET IN NATURE)

LEGAL DESCRIPTION
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCELS 2 TO 9 INCLUSIVE OF PARCEL MAP NO. 129, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN BOOK 107 PAGES 45 AND 46 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
A METES AND BOUNDS DESCRIPTION OF SAID PARCELS IS AS FOLLOWS:
BEGINNING AT A POINT ON THE SOUTHERLY LINE OF AMAR ROAD AS SHOWN ON SAID PARCEL MAP, SAID POINT ALSO BEING THE NORTHWEST CORNER OF PARCEL 2 OF SAID PARCEL MAP; THENCE SOUTH 89° 39' 39" EAST ALONG THE NORTHERLY LINE OF PARCEL 2 AND PARCEL 3 OF SAID PARCEL MAP A DISTANCE OF 399.24 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 2090.00 FEET; THENCE NORTHEASTERLY 173.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 50' 30"; THENCE NORTH 89° 39' 39" EAST CONTINUING ALONG THE NORTHERLY LINE OF SAID PARCEL 3 A DISTANCE OF 63.89 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 27.00 FEET; THENCE SOUTHEASTERLY 44.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34° 40' 41" TO THE WESTERLY LINE OF ECHSELSON AVENUE AS SHOWN ON SAID PARCEL MAP; THENCE SOUTH 47° 12' 27" WEST ALONG SAID WESTERLY LINE ALSO BEING THE EASTERLY LINE OF SAID PARCEL 3 A DISTANCE OF 378.39 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 29.00 FEET; THENCE SOUTHWESTERLY 45.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 80° 08' 00" TO THE NORTHERLY LINE OF HARLAN AVENUE 142' WIDE ALSO BEING THE SOUTHERLY LINE OF SAID PARCEL 3; THENCE NORTH 89° 40' 22" WEST ALONG THE SOUTHERLY LINE OF SAID PARCELS 3, 4 AND 5 A DISTANCE OF 528.77 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 80.00 FEET; THENCE NORTHWESTERLY 37.60 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35° 54' 14" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 4030 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF A REVERSE CURVE BEARS NORTH 40° 10' 51" EAST; THENCE WESTERLY, SOUTHWESTERLY AND EASTERLY 173.79 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 201° 48' 28" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 80.00 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF A REVERSE CURVE BEARS NORTH 31° 34' 37" WEST; THENCE NORTHEASTERLY 37.60 FEET ALONG SAID CURVE TO THE SOUTHERLY LINE OF SAID KAPLAN AVENUE ALSO BEING THE NORTHERLY LINE OF SAID PARCELS 6, 7 AND 8 AND A DISTANCE OF 526.98 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 29.00 FEET; THENCE SOUTHWESTERLY 45.20 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89° 18' 13" TO THE MOST EASTERLY CORNER OF SAID PARCEL 6; A RADIAL LINE THROUGH SAID CORNER BEARS NORTH 89° 39' 39" WEST; THENCE NORTH 89° 39' 39" WEST A DISTANCE OF 123.00 FEET TO AN ANGLE POINT; THENCE SOUTH 47° 20' 32" WEST A DISTANCE OF 192.50 FEET TO THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID PARCEL 6; ALSO BEING THE NORTHERLY LINE OF PUENTE CREEK AS SHOWN ON SAID PARCEL MAP; THENCE NORTH 89° 39' 39" WEST ALONG THE SOUTHERLY LINE OF SAID PARCELS 6, 7 AND 8 A DISTANCE OF 516.76 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 6; THENCE NORTH 47° 20' 32" EAST ALONG THE WESTERLY LINE OF SAID PARCELS 6, 5 AND 2 A DISTANCE OF 670.37 FEET TO THE POINT OF BEGINNING SUBJECT TO ALL LEGAL HIGHWAYS AND EASEMENTS OF RECORD.
PARCELS 8, 9, NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS, PURSUANT TO THAT CERTAIN RECIPROCAL GRANT OF EASEMENTS FOR INGRESS AND EGRESS RECORDED APRIL 1, 1987 AS INSTRUMENT NO. 87-501949 OF OFFICIAL RECORDS, OVER THE SOUTHERLY MOST 25 FEET OF THE NORTHERLY MOST 60 FEET OF PARCEL MAP NO. 129, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN BOOK 107 PAGES 45 AND 46 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 6250-001-011, APN: 6250-001-012, APN: 6250-001-013, APN: 6250-001-014, APN: 6250-001-015, APN: 6250-001-016, APN: 6250-001-017

- PROPOSED EASEMENTS**
- 10-WIDE PUBLIC SEWER EASEMENT
 - 10-WIDE PUBLIC WATER EASEMENT
 - 10-WIDE PRIVATE SEWER EASEMENT
 - 10-WIDE PRIVATE WATER EASEMENT

BOUNDARY LINE	EXISTING		EXISTING	
	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
BOUNDARY LINE	---	IRRIGATION	---	IRRIGATION
EASEMENT	---	NATURAL GAS	---	NATURAL GAS
CENTERLINE	---	SANITARY	---	SANITARY
CURB & GUTTER	---	STORM DRAIN	---	STORM DRAIN
TREE (VARIOUS)	---	TELEPHONE	---	TELEPHONE
TREELINE	---	UNKNOWN UTIL.	---	UNKNOWN UTIL.
CONTOUR	---	WATER LINE	---	WATER LINE
CATV	---	DOMESTIC WATER	---	DOMESTIC WATER
ELECTRIC	---	FIRE WATER	---	FIRE WATER
OVERHEAD UTILITY	---	RECLAIMED WATER	---	RECLAIMED WATER
FIBER OPTIC	---			

WARE MALCOMB assumes no responsibility for utility locations. The utilities shown on this drawing have been plotted from the latest available information. It is, however, the contractor's responsibility to verify the location of all utilities prior to the commencement of any construction.

WARE MALCOMB
LEADING DESIGN FOR COMMERCIAL REAL ESTATE

10 - address
1 Irvine, CA 92618
P: 949 660 9128
www.waremalcomb.com

REGISTERED PROFESSIONAL ENGINEER
No. 7298
CIVIL
STATE OF CALIFORNIA

11/16/2022

FOR AND ON BEHALF OF WARE MALCOMB

AMAR INDUSTRY HILLS
PRELIMINARY GRADING PLAN
15940 - 16016 AMAR RD. & 15940 - 16040 KAPLAN AVE.
CITY OF INDUSTRY, CA. 91744

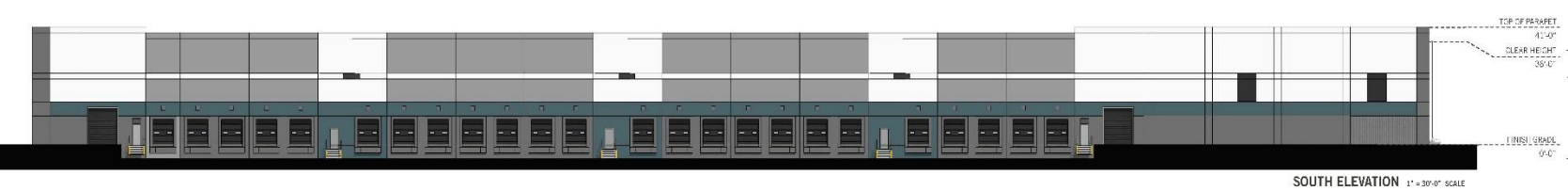
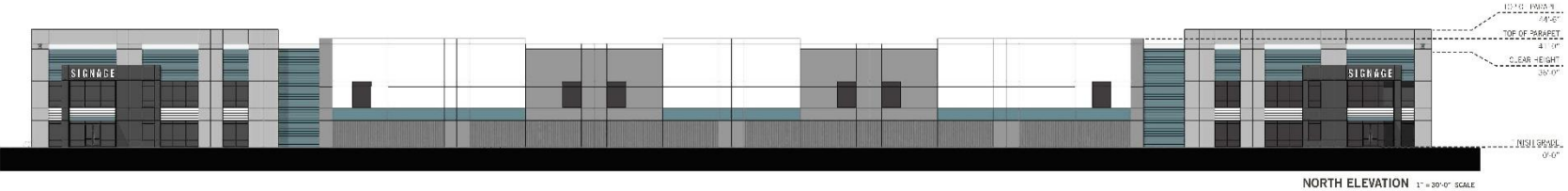
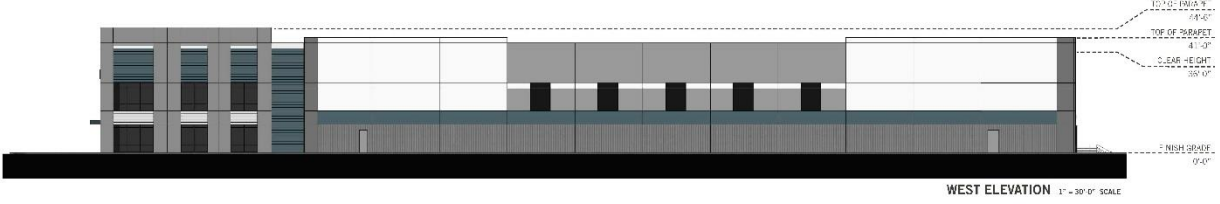
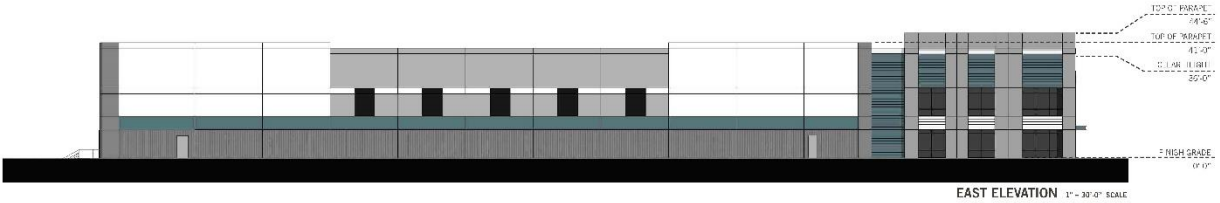
TENTATIVE PARCEL MAP
NO. 083978

JOB NO.: 18722-0094
TA: FPM L: COR-0095
DESIGNED: A. CASTELLO
DATE: 11/16/22
PLOT DATE: 11/16/22

Sheet 1 of 1

Figure 2-8: Exterior Elevations

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED SCALE



WARE MALCOMB
 ARCHITECTURE
 CIVIL ENGINEERING
 INTERIOR DESIGN
 201 BRIDGE
 SAN FRANCISCO, CA 94103

Hines

AMAR INDUSTRY HILLS
 15940 - 16016 AMAR RD. & 15940 - 15946 KAPLAN AVE
 CITY OF INDUSTRY, CA 91744

EXTERIOR ELEVATIONS	
DATE	REVISION

PAPER: H-3 (4/07)
 DESIGNER: T-2 (2/07)
 JOB NO.: 0122 (09/07)

A2.0

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

2.3 Determination

On the basis of this initial evaluation:

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

Dina Lomeli
Contract Senior Planner

Date



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

2.4 Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the Project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analysis Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are



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

9) The explanation of each issue should identify:

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



CHAPTER THREE – ENVIRONMENTAL IMPACT DISCUSSION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- Submitted Project Materials
- California Department of Transportation. List of Eligible and Officially Designated State Scenic Highways, 2019

Findings of Fact: The Project site is located in an urban built-up environment in the northern portion of the City, in the County of Los Angeles. The Project site currently has ten (10) existing buildings used for industrial and commercial purposes: an approximately 18,280 square foot building and a 30,008 square foot building are used for commercial purposes, and eight (8) buildings are used for light industrial purposes with the following square footages 13,065 square feet, 14,378 square feet, 13,728 square feet, 13,647 square feet, 16,715 square feet, 10,213 square feet, and two buildings with 10,210 square feet. The existing structures will be demolished as a part of this Project. The Applicant proposes to construct one (1) industrial building totaling 205,460 square feet with building heights ranging from 41 to 44.5 feet tall. The proposed building



height is in conformance with the Industrial (M) zone height requirements which notes a maximum height of up to 150 feet is permitted. The Project site is adjacent to existing industrial buildings within a developed area. The nearest State-designated scenic highway is a portion of SR-91 located approximately 14.6 miles southeast of the Project site. The nearest historic building, the Homestead Museum, is located approximately two miles southwest of the Project site within the City's limits.

The Project has been designed to be consistent with the development standards of the City's Industrial Zone. The proposed building will integrate new sources of lighting that will be consistent in character with the current use and surrounding industrial 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 as part of the DP, GPA, and ZC to ensure compliance with the City's General Plan and Zoning Ordinance goals and standards. Additionally, the Project is providing adequate landscaping throughout the site creating a harmonious and attractive environment for the residential uses located east of the Project.

Discussion of Impacts

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

Less than Significant Impact: The Project site is not adjacent to or within the viewshed of a scenic vista. The scenic vistas and corridors of the City are provided by the Puente Hills to the south and the San Gabriel Mountains to the north. The properties surrounding the Project site consist of commercial and single-family residences to the north and east, and industrial uses to the south and west. There are ten (10) existing buildings located on the Project site that were previously utilized for commercial and light industrial operations with a footprint of approximately 164,259 square feet. The Project consists of general plan and zoning code amendments to change the land use designation from Commercial to Employment, and the zoning from Commercial (C) to Industrial (M), a Parcel Map to merge the existing parcels into a single 10.9-acre parcel, abandon the right-of-way and easement for Kaplan Avenue, demolish the existing buildings, and construct one (1) industrial building totaling 204,000 square feet with building heights ranging from 41 to 44.5 feet tall. Due to the Project's compliance with the City's zoning ordinance, the consistency in scale with the surrounding industrial uses, and the location of the Project site outside the vicinity of a scenic vista, Project impacts would be less than significant.

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

Less than Significant Impact: The Project is not located within the vicinity of a state scenic highway. The nearest State-designated scenic highway is a portion of SR-91 located approximately 14.6 miles southeast of the Project site. Additionally, the nearest State-eligible scenic highway is SR-57 located approximately 6.2 miles southeast of the Project site. As described in Section "a" above, the Project site is currently fully developed with buildings used for commercial and industrial uses. The Project site has existing landscaping along the Project frontage on Amar Road and Kaplan Avenue which will be removed during Project construction. The proposed landscaping for the Project will cover 53,693 square feet of the total lot area (12.2%) and includes the planting of trees, shrubs, and succulents. The Project site is not within the vantage point of a scenic highway. Furthermore, the City's historic building, the



Homestead Museum, lies outside of the Project vicinity and will not be impacted by the proposed development. Due to the nature of the surrounding industrial uses, the existing on-site development, and the distance between the Project site and a scenic highway, the proposed demolition of existing buildings and replacement would have a less than significant impact on scenic resources.

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

No Impact: The Project site is located within an urbanized area and is currently developed with approximately 164,259 square feet of industrial and commercial buildings. The Project proposes a GPA to Employment and a ZC to Industrial (M) for two (2) of the seven (7) parcels, APNs: 8250-001-011,12, to allow for the merging of the seven lots into one lot for a Parcel Map and the construction of the proposed industrial building. Upon approval of a GPA and ZC the Project will be consistent with the land use designation of Employment and Industrial (M) zoning designation of the site. The proposed building will be constructed of concrete tilt-up walls and will remain consistent with the visual character of the existing light industrial structures on Kaplan Avenue as well as the surrounding industrial uses and existing buildings in the vicinity of the Project site. The building will range in height from 41 to 44.5 feet tall, which conforms with the City's M Zone regulations that permit heights up to 150 feet. The design of the Project is compliant with the City's Industrial (M) zoning requirements. Therefore, the Project would not conflict with zoning or other regulations and impacts to scenic quality would not occur.

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

Less than Significant Impact: The proposed Project would introduce new sources of light at the re-developed Project site including building, parking, and security lighting. Proposed lighting will conform to the City's General Plan and Zoning Ordinance. Section 17.16.026 of the City's Municipal Code requires outdoor lighting to be shielded to direct light and glare only onto the facility premises and away from adjoining properties. All lighting would be designed, arranged, directed, or shielded to prevent excess illumination and light spillover onto adjoining land uses. These measures also serve to reduce any adverse effects of the new source of lighting on nighttime views.

Any signage that would be installed with the Project would comply with the City's sign regulations, as set forth in Chapter 15.32 of the City's Municipal Code. The building exteriors will be mostly concrete masonry and will contain glass and clear anodized aluminum finishes. The glass windows will be placed intermittently along the south, west, and east facing sides of the building, and will frame the two main office entryways on the north face of the building. Refer to Figure 2-8 for illustration of the exterior finishes. The amount of glass on the buildings would not be sufficient to create substantial glare that would affect daytime views. The on-site light sources due to the proposed buildings are not anticipated to be substantial enough to adversely affect day or nighttime views in the area. Project design will be consistent with the current land use and surrounding land uses. Therefore, a less than significant impact would occur.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. Agricultural 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 122220(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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County General Plan Update 2035
- California Department of Conservation (CDC). California Important Farmland Finder, 2016



Findings of Fact: The City was founded as a business and industrial hub. According to the City's General Plan Land Use Map, there are no land uses designated for agriculture, forest, or timberland within the City's boundaries. Furthermore, the Project site is located in the northern portion of the City near Valinda, an unincorporated area of Los Angeles County, and West Covina, which are comprised of highly urbanized residential and commercial communities. The Applicant is requesting approval for a GPA and ZC to change the land use from Commercial to Employment, and the Zoning from Commercial (C) to Industrial (M) for two (2) of the seven (7) parcels on the Property. The Project site is adjacent to industrial, commercial, and residential land uses. The Property is currently developed with ten (10) existing industrial and commercial buildings with landscaping along the Property frontage of Amar Road and Kaplan Avenue. There are no active agriculture, forest, or timberlands within the vicinity of the Project.

Discussion of Impacts

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?
 - b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
 - c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?
 - d) Result in the loss of forest land or conversion of forest land to non-forest use?
 - e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?
- a-e) No Impact:** The following analysis addresses environmental checklist questions a) through e) for Agriculture and Forestry Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservations Service (NRCS) which analyses the suitability of soils for agricultural production.

Based on the Important Farmland Finder, an interactive GIS application, there are no agricultural resources within the City, and the nearest farmland of significance is located well outside of the Project vicinity in San Bernardino County. The Project site is identified as "Urban and Built-Up Land" (CIFF 2016). Additionally, the Project site is fully disturbed and developed with ten (10) existing buildings and associated improvements. The Project site includes five (5) parcels zoned Industrial (M) and two (2) parcels zoned Commercial (C). The Applicant proposes to change the existing Commercial Zoning and Land Use Designation of the two parcels to Industrial (M) and Employment, respectively. The Project includes the demolition of the existing buildings, and construction of one (1) industrial building, which is permitted within the City's M zone. The Project would not conflict with a forest land area or timberland production. The Project site would not conflict with zoning for agricultural uses and is not subject to a Williamson Act contract. The Project would not



result in 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. Therefore, no impact to agricultural or forestry resources would occur.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). revised draft 2022.
- Amar and Kaplan Ave. Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. August 25, 2023. (Appendix A)
- Amar and Kaplan Avenue Mobile Source Health Risk Assessment. Urban Crossroads, Inc. August 25, 2023 (Appendix B)

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

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are



called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O3) (precursor emissions include NOX and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb)). Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Regional Air Quality

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized in Table 3-2. The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 3-1 Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

*lbs/day – Pounds Per Day

Local Air Quality

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

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



Table 3-2 Maximum Daily Localized Emissions Thresholds

Source	Activity	VOC	NOX	PM ₁₀	PM _{2.5}
Construction	Demolition	83 lbs/day	673 lbs/day	5 lbs/day	4 lbs/day
	Site Preparation	102 lbs/day	852 lbs/day	6 lbs/day	5 lbs/day
	Grading	108 lbs/day	912 lbs/day	7 lbs/day	5 lbs/day
Operations	n/a	183 lbs/day	1,814 lbs/day	15 lbs/day	9 lbs/day

Toxic Air Contaminants (TAC)

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

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illnesses. Structures that house these persons or places where they gather are defined as “sensitive receptors”. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time.

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

An Air Quality and Greenhouse Gas Assessment was prepared by Urban Crossroads on August 25, 2023 (Appendix A) to evaluate the Project. The California Emissions Estimator Model (CalEEMod) v2022.1 was used to calculate construction-source and operational-source criteria pollutant (VOCs, NOX, SOX, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources. Additionally, a Mobile Source Health Risk Assessment was prepared by Urban Crossroads on August 25, 2023, to evaluate the health risk impacts to sensitive receptors as a result of Project implementation.

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 (2022 AQMP). Similar to the 2016 AQMP, the 2022 AQMP 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 plans is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

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

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

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

Criterion 2 - Exceed Assumptions in the AQMP?

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP.

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

The City's General Plan designates the Project site as Commercial for APNs 8250-001-011 and 8250-001-012, and Employment for the remaining five parcels. The zoning designation for the Project site is Commercial (C) for APNs 8250-001-011 and 8250-001-012, and Industrial (M) for the remaining five parcels. The Project proposes a general plan



amendment which would change the land use designation from Commercial to Employment for APNs 8250-001-011 and 8250-001-012. The Employment designation allows for a wide range of business and employment uses including industrial manufacturing, assembly, printing, machining, milling, welding research and development, distribution, warehousing, storage, and supporting office uses. The Project proposes a zoning code amendment to rezone the site from Commercial (C) to Industrial (M) for APNs 8250-001-011 and 8250-001-012. The Industrial (M) designation allows for manufacturing, agriculture, waste management facilities, and storage facilities. Upon approval of a general plan amendment and zoning code amendment by the City, the Project is consistent with the General Plan and Zoning Ordinance. Furthermore, the Project as evaluated herein would not exceed the regional or localized air quality significance thresholds. On the basis of 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 designates 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 AQMP states that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following analysis is based on the Air Quality and Greenhouse Gas Assessment prepared by Urban Crossroads (Appendix A).

Construction Related Impacts

The Project involves construction activities associated with demolition, site preparation, and grading. Construction activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction is scheduled to occur from January 2024 and would last through December 2024. Table 3-3 presents the results of the Project’s regional construction impact assessment, and Table 3-4 presents the results of the Project’s localized construction impact assessment.

Table 3-3 Overall Regional Construction Emissions Summary

Source	Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	1.09	26.80	40.30	0.10	4.68	1.75
Winter						
2024	52.60	27.10	40.10	0.10	6.00	2.85
Maximum Daily Emissions	52.60	27.10	40.10	0.10	6.00	2.85
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No



Table 3-4 Project Localized Construction Impacts

On-Site Emissions	Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition				
Maximum Daily Emissions	12.00	18.20	3.78	0.87
SCAQMD Regional Threshold	83	673	5	4
Threshold Exceeded?	No	No	No	No
Site Preparation				
Maximum Daily Emissions	15.70	30.00	5.76	2.79
SCAQMD Regional Threshold	102	852	6	5
Threshold Exceeded?	No	No	No	No
Grading				
Maximum Daily Emissions	20.00	36.20	2.93	1.23
SCAQMD Regional Threshold	108	912	7	5
Threshold Exceeded?	No	No	No	No

The Project-specific evaluation of emissions presented in Tables 3-4 and 3-5 demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional or local thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operation Related Impacts

Long-term air quality impacts generally involve mobile source emissions generated from project-related traffic and stationary source emissions. Operational emissions would be expected from the following primary sources—mobile source emissions, area source emissions, energy source emissions, and on-site equipment emissions. The estimated emissions generated by Project operations onsite are shown in Table 3-5, which presents the results of the Project's regional operation impact assessment. Table 3-6 presents the results of the Project's local operation impact assessment. As shown in Table 3-7, the proposed Project is anticipated to generate slightly more emissions per day for pollutants of VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} as compared to emissions generated by the existing building. However, the Project would not exceed the thresholds of significance established by the SCAQMD for emissions of any criteria pollutant. Therefore, operational emissions would be less than significant.



Table 3-5 Total Project Regional Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Summer						
Mobile Source	1.04	12.40	12.50	0.12	2.37	0.64
Area Source	6.12	0.07	8.87	<0.005	0.01	0.02
Energy Source	0.06	1.06	0.89	0.01	0.08	0.08
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	7.34	13.91	38.70	0.13	2.49	0.77
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Mobile Source	1.03	13.00	11.9	0.12	2.37	0.64
Area Source	4.66	0.00	0.00	0.00	0.00	0.00
Energy Source	0.06	1.06	0.89	0.01	0.08	0.08
On-Site Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Max Daily Emissions	5.87	14.44	29.23	0.13	2.48	0.75
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table 3-6 Project Localized Operational Impacts

On-Site Emissions	Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.03	29.64	0.15	0.13
SCAQMD Regional Threshold	183	1,814	15	9
Threshold Exceeded?	No	No	No	No



Table 3-7 Project Net New Regional Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Summer						
Proposed Project	7.34	13.91	38.70	0.13	2.49	0.77
Existing Building	5.83	11.51	18.65	0.10	1.98	0.59
Net Emissions (Proposed minus Existing)	1.51	2.40	20.05	0.03	0.51	0.18
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Proposed Project	5.87	14.44	29.23	0.13	2.48	0.75
Existing Building	4.65	11.95	11.01	0.10	1.97	0.58
Net Emissions (Proposed minus Existing)	1.22	2.49	18.22	0.03	0.51	0.17
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	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, 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: A Mobile Source Health Risk Assessment (HRA) dated August 25, 2023, was prepared by Urban Crossroads, to assess the health risk impacts to sensitive receptors and adjacent workers associated with the Project (Appendix B). Specifically, exposure to Toxic Air Contaminants (TACs) such as diesel particulate matter (DPM) was evaluated which will result from heavy-duty diesel trucks accessing the site during construction and the long-term operation of the Project. The HRA was prepared in accordance with the guidelines outlined in the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to TAC exposure from a project,

Construction Related Impacts

To assess health risks as a result of Project construction, emissions were calculated on an assumed mix of construction equipment and hauling activity as presented in the Air Quality and Greenhouse Gas Assessment (Appendix B). Construction related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty



construction equipment. Sensitive receptors evaluated in the Project study area are listed below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- R1 - Residence at 16037 Amar Road, approximately 145 feet north of the Project site.
- R2 - Residence at 16102 Pocono Street, approximately 85 feet east of the Project site.
- R3 - Residence at 603 Ranlett Avenue, approximately 1,645 feet south of the Project site.
- R4 - Residence at 15909 Loukelton Street, approximately 318 feet southwest of the Project site.
- R5 - Residence at 15767 Lanwood Street, approximately 1,237 feet west of the Project site.
- R6 - EZ Cooling HVAC Supply at 15925 Loukelton Street, approximately 65 feet south of the Project site.
- R7 – Public Storage facility at 15920 Amar Road, approximately 25 feet west of the Project site.

The Project would result in approximately 262 total working days of construction activity. The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R2 which is located approximately 85 feet east of the Project site at an existing residence located at 16102 Pocono Street. Since there are no private outdoor living areas (backyards) facing the Project site, R2 is placed at the building façade. At the Maximum Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 3.81 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Location R2 is the nearest receptor to the Project site and due to meteorological conditions (wind speed and direction) at the site would experience the highest concentrations of DPM during Project construction. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location (Appendix B).

Operation Related Impacts

To calculate operational related impacts, vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM10) generated with the 2021 version of the Emission FACTor model (EMFAC) developed by the CARB. Annual average PM10 emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Los Angeles County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed.



The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below:

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

The HRA analyzed receptors located in both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents, workers, and school children may be exposed at these locations over a long-term duration of 30, 25, and 9 years, respectively. This methodology is consistent with SCAQMD and the Office of Environmental Health Hazard Assessment (OEHHA) recommended guidance.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R2 which is located approximately 85 feet east of the Project site at an existing residence located at 16102 Pocono Street. Since there are no private outdoor living areas (backyards) facing the Project site, R2 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.66 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 which would not exceed the applicable significance threshold of 1.0. Location R2 is the nearest receptor to the Project site and due to meteorological conditions (wind speed and direction), the site would experience the highest concentrations of DPM during Project operation. Because all other modeled receptors are located at a greater distance than the MEIR analyzed herein, and DPM dissipates with distance from the source, and all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project operational activity. All other receptors would experience less risk than what is identified for this location.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational - source DPM emissions is Location R7, the Public Storage facility located at 15920 Amar Road, which represents the potential worker receptor located approximately 0.16 feet east of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.16 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Location R8 is the worker receptor that would experience the highest concentrations of DPM during Project operation due to meteorological conditions at the site. All other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby workers.

School Child Exposure Scenario

The nearest school is Workman High School, located approximately 1,645 feet south of the Project site and represented by location R3. The MEISC is the school receptor that



would experience the highest modeled concentrations of DPM, and thus the highest risk. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.06 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the of the Project would be exposed to less emissions and therefore less risk than the MEISC identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby school children.

Based on the preceding analysis, the proposed Project would not expose sensitive receptors to substantial pollution concentrations in any of the applicable scenarios. As analyzed in the Health Risk Assessment prepared by Urban Crossroads dated August 25, 2023, the maximum incremental cancer risk impact is calculated to be less than the significance threshold of 10 in one million during the construction phase and long-term operation phase of the Project (Appendix B). Therefore, impacts to sensitive receptors are less than significant.

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

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



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- San Gabriel River Corridor Master Plan, June 2006



- California Department of Fish and Wildlife (CDFW) BIOS
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory
- Low Impact Development Plan (LID Plan) Hines Industry Hills 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave. Ware Malcomb. Date prepared September 9, 2022, revised November 16, 2022. (Appendix H)

Findings of Fact: The Project site is currently developed with ten (10) existing buildings utilized for industrial operations and is located within an urban area. The Project vicinity consists of industrial uses with ornamental landscaping. The closest natural area is the Industry Hills Recreation Center and Industry Hills Golf Club, located 0.56 miles south of the Project site. Project site and surrounding uses include landscaping such as non-native trees, grass, shrubs, and hedges along property boundaries and within landscaped planters. Endangered species are not likely on the Project site or in the immediate vicinity. The Project site and immediate surrounding areas to the north, east, and west are heavily developed. Adjacent to the southern boundary of the Project site is the cement lined Puente Creek Channel.

The San Gabriel River is located approximately 4.7 miles west of the Project site. The San Gabriel River Freeway (605) and existing residential, commercial, and industrial developments provide a significant buffer between the river and the Project site. The Project site is bounded to the south by Puente Creek Channel which is a concrete structure that is used for flood control. Puente Creek Channel drains into the San Jose Creek Diversion Channel which drains into the San Gabriel River then to the Pacific Ocean. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water. It is not anticipated that the development of the Project will have a significant impact on the San Gabriel River or other biological resources. Additional discussion pertaining to the Project’s drainage and flood control is provided in *Section X. Hydrology and Water Quality* of this IS/MND.

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

Discussion of Impacts

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

No Impact: The Project site is developed with ten (10) existing industrial and commercial buildings, parking lots, landscaping, and other on-site infrastructure that is consistent with the Project site’s industrial zoning designation. No significant biological habitat exists on the Project site and no candidate, sensitive or special species are known to exist on the site or in the Project area. The Project consists of demolishing the existing structures and constructing one (1) new industrial building totaling 204,000 square feet on the site, which



would not cause a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Therefore, no impacts would occur.

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

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

The southern perimeter of the Project site is bounded by the Puente Creek Channel that is identified as a riverine system according to the USFWS National Wetlands Inventory (NWI). The concrete lined channel is classified as R4SBAx. The classification is utilized to identify characteristics of the channel, such as the fact that the channel is manmade. The riverine portion of the channel is characterized by flowing water only part of the year. When the water is not flowing, it may remain in isolated pools or surface water may be absent. Surface water is present for brief periods (from a few days to a few weeks) during the growing season, but the water table usually lies well below the ground surface for most of the season (USFWS).

Although there is a concrete channel structure within the vicinity of the Project site, the Project would not result in any impacts to Puente Creek as Project construction will remain within the boundaries of the site. Furthermore, the Project site is fully developed and Project implementation will include demolishing the existing structures and replacing with one (1) new industrial building. The proposed drainage pattern for the site has been structured to match the existing drainage patterns to the maximum extent possible (Appendix I). Additional discussion pertaining to the Project's drainage and flood control is provided in *Section X. Hydrology and Water Quality of this IS/MND*. The extent of the proposed Project is not anticipated to have an adverse effect on the water body in the vicinity, as no change in Project drainage will occur. A less than significant 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?

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



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

Less than Significant Impact with Mitigation Incorporated: The Project site is fully developed and has minimal landscaping that includes approximately 54 trees along the Project frontage and Kaplan Avenue that will be removed during the demolition phase of the Project. These trees have the potential to be suitable “habitat” for wildlife species, specifically nesting. Pursuant to the Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 USC 703; 50 CFR 10, 21). Therefore, the Project will implement pre-construction nesting bird surveys through Mitigation Measure **BIO-1** (as set forth below) to reduce potential impacts to any nesting birds to a less than significant level. No habitat including waters or native trees exists on-site. The Project site is developed with landscaping along the Project frontage which consists of trees and grass. The Property is classified as having a Limited Connectivity Opportunity for terrestrial movement of species (CDFW). Implementation of the proposed Project with Mitigation Measure **BIO-1** would not interfere with the movement of any migratory fish or wildlife species. Additionally, the Project site is not an established wildlife corridor or designated nursery site according to the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service (CDFW). A less than significant impact would occur with mitigation incorporated.

- 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.

Mitigation Measures

IV. Biological Resources

(d) **BIO-1: Pre-Construction Nesting Bird Survey**

If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), 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 CFGC, the nesting bird survey shall occur no earlier than 15 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).



	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) 2022
- National Parks Service, U.S. Department of the Interior. National Register of Historic Places
- Phase I Environmental Site Assessment Industry Hills Business Center 15940-16056 Amar Road And 15940-16063 Kaplan Avenue City Of Industry, California. Ramboll US Consulting. May 2022. (Appendix C)

Discussion of Impacts

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

No Impact: The Project site is developed and not within the immediate vicinity of a historical resource as defined in CEQA Guidelines §15064.5, and thus would not impact any historical resource. 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: Project construction would require grading activities to demolish the ten (10) existing buildings onsite totaling 164,259 square feet, and the abandonment of Kaplan Avenue. 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 Measures **CUL-1** (as set forth below) is identified to ensure that in the event that unanticipated resources are encountered during grading activities, potential impacts would remain less than significant. In the event archeological resources are discovered, grading activities must cease, a qualified archeologist must be consulted, and all discoveries must be documented accordingly. Implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological



resource pursuant to Section 15064.5 of the CEQA Guidelines. A less than significant impact with mitigation incorporated would occur.

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

Less than Significant Impact with Mitigation Incorporated: Due to the developed nature of the Project site and surrounding area, no human remains, or cemeteries are anticipated to be disturbed by the proposed Project. The Phase I Environmental Site Assessment (ESA) conducted by Ramboll US Consulting, Inc. on May 2022, (Appendix C) for the proposed Project reports that the historical use of the subject property was for agricultural purposes and supporting residences from 1928 through the 1940's. The site fluctuated between agriculture uses and vacant land until 1979 when seven (7) industrial buildings were constructed along Amar Road. The remaining industrial buildings appear to have been constructed along Kaplan Avenue by 1987. Aerial photographs provided in the Phase I ESA date back to 1928. Review of these aerial photos did not identify possible cemeteries in the area, and therefore, the likelihood of encountering human remains during Project development is minimal. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. As a result, Mitigation Measure **TCR-3** (as set forth below) will be implemented 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 **TCR-3**, the Project's potential to disturb human remains is considered less than significant with mitigation.

Mitigation Measures

V. Cultural Resources

V. (b)

CUL-1: Inadvertent Archaeological Discovery

If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appear to be evidence of cultural or archaeological resource are discovered, the Property owner shall immediately advise the City of such, and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.



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

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

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

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

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring



reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel.

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

Discussion of Impacts

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

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

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

Construction Related Impacts

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

Electricity and Natural Gas Usage

Southern California Edison (SCE) would provide temporary electric power for as-necessary lighting and electronic equipment. The electricity used for such activities would be temporary and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.



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

Petroleum Fuel Usage

Off-road heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as well as vendors and haul trucks that would be involved in delivering building materials and removing the demolition debris from the Project site. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment, and phases out Tier 1 and 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. Further, there are no policies at the local level applicable to energy conservation specific to the construction phase.

Operational Related Impacts

Electricity and Natural Gas Usage

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

The operation of the Project would involve the development of one (1) industrial building totaling 205,460 square feet. According to CEQA Guidelines Appendix F, the goal of conserving energy implies the wise and efficient use of energy, including decreasing overall per capita energy consumption, reducing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The Project would comply with all energy efficiency requirements under Title 24 and all applicable City business and energy ordinances. As a result, even with the increase in demand for electricity and natural gas, the operation of the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other similar industrial projects in the region. A less than significant impact would occur.

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

Less than Significant Impact: The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and the California Renewable Portfolios Standard (RPS). Under the California RPS, the State of California is transitioning to renewable energy through the California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal,



biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-1408, signed in November 2008, expanded the state’s RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015, and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers 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.

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



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.	<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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 geological feature?	<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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- California Department of Conservation (CDC). California Earthquake Hazards Zone Application (EQ Zapp). 2021.
- Phase I Environmental Site Assessment Industry Hills Business Center 15940-16056 Amar Road And 15940-16063 Kaplan Avenue City Of Industry, California. Ramboll US Consulting, Inc. May 2022. (Appendix C)
- Geotechnical Investigation Report for Industrial Development Site 16008 Amar Road, City of Industry, California. Langan Engineering and Environmental Services, Inc. June 8, 2022. (Appendix F)
- Update to Geotechnical Engineering Report Amar Road Industrial Development City of Industry, California, Langan Project No.: 700117702. Langan Engineering and Environmental Services, Inc. March 30, 2023. (Appendix G)

Findings of Fact:

Faulting and Seismicity

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

The Project site is not included within any Earthquake Fault Zones as established by the Alquist-Priolo Earthquake Fault Zoning Act. Review of geologic literature pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The closest known active fault to the site is the Walnut Creek fault which has been mapped approximately 0.2 miles northwest of the site. Other active or potentially active faults nearby include the San Jose fault mapped approximately 2.9 miles east of the site, and the Whittier fault approximately 4.9 miles south of the site, which is an Alquist-Priolo Earthquake Fault Zone.

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. However, due to the proximity of known active and potentially active faults, severe ground shaking should be expected during the life of the proposed structures.

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.



Langan Engineering and Environmental Services conducted a review of the California Geological Survey online data for zones of required investigation for geologic hazards (such as fault rupture, liquefaction, or landsliding). Langan Engineering and Environmental Services uncovered that the Project site is mapped in a zone of required investigation for liquefaction according to California Geological Survey (CGS) map titled “Earthquake Zones of Required Investigation, Baldwin Park Quadrangle”. Based on the 1998 CGS report “Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle”, the historic high groundwater depth at the site is between approximately 30 and 35 feet. A liquefaction evaluation was performed using a historical groundwater depth of 30 feet for boring LB-3. For the analysis, an acceleration of 0.83g and magnitude earthquake of 6.9 was used based on a hazard level of two (2) percent probability of exceedance in 50 years. Based on the analysis, the factor of safety against liquefaction for the design earthquake is greater than 2, so liquefaction is not anticipated. Dry dynamic settlement of less than 1 inch is anticipated under the design earthquake event (Appendix F).

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. Langan’s analysis indicates dry dynamic settlement of less than 1 inch is anticipated under the conditions of the design earthquake (Appendix F).

Lateral Spreading

Seismically induced lateral spreading involves primarily movement of earth materials due to earth shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Though the Project is mapped within a zone of required investigation for liquefaction and Puente Creek is located adjacent to the southern property boundary, the topography in the vicinity of the Project site is relatively flat. Therefore, the potential for lateral spreading at the Project site is considered very low.

Discussion of Impacts

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact: Neither the site nor any area within the jurisdictional boundaries of the City are within an Alquist-Priolo Earthquake Fault Zone. The Project site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act. The geotechnical review pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property. The closest known active fault to the site is the Walnut Creek fault which has been mapped approximately 0.2 miles northwest of the site. Other active or potentially active faults nearby include the San Jose fault mapped approximately 2.9 miles east of the site, and the Whittier fault approximately 4.9 miles south of the site which is a Alquist-Priolo Earthquake Fault Zone.



Although there are no known active faults through the Project site, the site is still subject to ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, proposed construction will be designed and constructed in accordance with applicable portions of Section 1808.6.2 of the 2022 California Building Code (“CBC”) to ensure that potential impacts are less than significant.

ii. Strong seismic ground shaking?

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

iii. Seismic-related ground failure, including liquefaction?

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

Langan Engineering and Environmental Services performed a liquefaction analysis for boring LB-3 using a historical high groundwater depth of 30 feet. For the analysis, an acceleration of 0.83g and magnitude earthquake of 6.9 was used based on a hazard level of 2 percent probability of exceedance in 50 years. Blow counts collected with a California Modified Sampler were factored with a value of 0.65 to calculate equivalent SPT N- Values. Based on the analysis, the factor of safety against liquefaction for the design earthquake is greater than 2, so liquefaction is not anticipated. Dry dynamic settlement of less than 1 inch is anticipated under the design earthquake event.

Considering the total seismic settlements estimated as a result of the design level seismic event and assuming a differential seismic settlement of less than 1-inch should be anticipated for the design of structures. Typically, this magnitude of differential seismic settlement is considered tolerable for structures with concrete tilt-up walls and steel frame roofs. However, the Project structural engineer shall evaluate the planned structure design and conclude that the estimated static and seismic settlements are acceptable. Furthermore, the Project would be designed and constructed in accordance with applicable portions of Section 1808.6 of the 2022 CBC to ensure that potential impacts to seismic-related ground failure are less than significant. A less than significant impact would occur.

iv. Landslides?

No Impact: Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to numerous factors including steep slope conditions, erosion, rainfall, groundwater,



adverse geologic structure, and grading impacts. The Project site is relatively flat and not considered at risk for landslides. Therefore, no impact would occur.

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

No Impact: The Project site is fully developed with ten (10) buildings, collectively 164,259 square feet, and was formerly used for commercial and light industrial uses. The Applicant is proposing to demolish the existing buildings and construct one (1) new industrial building totaling 205,460 square feet, and abandon Kaplan Avenue. Measures to manage erosion will be implemented pursuant to the 2022 CBC to ensure that the faces of cut and fill slopes are prepared and maintained to control erosion throughout construction. Any exposed soil is proposed to be landscaped and the Project would comply with the applicable City regulatory programs related to erosion. Therefore, the Project would have no impact on erosion.

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

Less than Significant Impact with Mitigation Incorporated: On May 16th and 17th 2022, eight (8) test borings were drilled under the full-time observation of a Langan field engineer and are identified as LB-1 through LB-8 in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services (Appendix F). Two (2) borings were completed to a depth of 6.5 feet, four (4) borings were completed to a depth of 26.5 feet, one (1) boring was completed to a depth of 51.5 feet and boring LB-8 was used for a percolation test and was completed to a depth of 10 feet.

Undocumented fill was encountered under asphalt pavement at the boring locations to a depth of four to five feet and consisted of low and high plasticity brown to dark brown, sandy clay or silty clay with varying amounts of silt or sand. Asphalt pavement had a thickness of 3.5 to five inches. An aggregate base was encountered and had a thickness of three to six inches. Expansive index testing of the upper 5 feet in LB-6 resulted in an expansive index of 84 or medium expansive potential. Alluvial deposits were encountered under the undocumented fill and consisted of interbedded brown to dark brown clay, sandy clay and sandy silt and silty to clayey sand and sands with varying amounts of gravel. Though the historic high groundwater depth at the site is between approximately 30 and 35 feet according to the 1998 CGS report Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle, groundwater was not encountered to the maximum depth explored of 50 feet.

Based on the borings drilled, the soil underlying the proposed building consists of artificial fills and alluvial deposits. In general, the artificial fill in the upper four to five feet of the site is not suitable for support of the proposed structures and should be over-excavated and replaced with controlled, compacted fill. In the event miscellaneous fill soils are encountered deeper, the fills should be removed to native alluvium deposits. Removals should extend laterally beyond the structures to a distance equal to the depths of removal but should generally extend not less than five feet beyond the outside edges of foundations. Over-excavated material can be used as engineered fill in accordance with Section 7.2 of the Geotechnical Investigation Report (Appendix F).

The Project will be required to comply with all requirements and recommendations outlined in the Geotechnical Investigation prepared by Langan Engineering and Environmental Services as required by Mitigation Measure **GEO-1**, as set forth below.



Furthermore, the Project will comply with all applicable provisions of the Uniform Building Code (UBC) and the 2022 California Building Code (CBC) that would act to minimize any unstable soils or unstable geologic units that may be encountered. On this basis, the potential for the Project to be located on a geologic units or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse is less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated: One of the potential geotechnical hazards at the Project site is the expansion potential of the near surface soils. Over time, expansive soils will experience cyclic drying and wetting as the dry and wet seasons pass. Expansive soils experience volumetric changes (shrink/swell) as the moisture content of the clayey soils fluctuates. These shrink/swell cycles can impact foundations and lightly loaded slabs-on-grade when not designed for the anticipated expansive soil pressures. Expansive index testing of the upper five feet of soil that underlays the Project site indicates that the soil has a medium expansion potential. The soils with the expansion potential were the clayey soils within the undocumented fill. If these soils are to be used as backfill within the upper five feet of the site, Langan recommends mixing the soils with less expansive soils to reduce potential for heaving and settlement of pavement and other flatwork on site.

The attached Geotechnical Investigation Report (Appendix F) provides a broad overview of the geotechnical and geologic factors which are expected to influence future site planning and development. Based on their investigation and testing program, it is the opinion of Langan Engineering and Environmental Services, Inc., that the proposed development is feasible from a geotechnical standpoint, provided that the recommendations presented in the Geotechnical Investigation Report are incorporated into Project design and implemented during grading and construction. Therefore, Mitigation Measure **GEO-1** requires the Project to comply with all requirements and recommendations outlined in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, dated June 8, 2022 (Appendix F). Incorporation of Mitigation Measure **GEO-1** will reduce Project impacts to less than significant.

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

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

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

Less than Significant Impact with Mitigation Incorporated: No paleontological resources have been discovered or are known to exist on the site. Implementation of the



Project will require some grading and installation of underground service facilities. Given the highly disturbed condition of the Project site from the previous development, the discovery of paleontological resources is unlikely. Implementation of the Project is not anticipated to destroy a unique paleontological resource or site directly or indirectly; nonetheless mitigation measures are identified and discussed below to ensure that in the event that unanticipated resources are encountered during excavation, impacts would remain less than significant. Mitigation Measure **GEO-2**, as set forth below, has been included to further ensure that any impact is reduced to a less than significant impact with mitigation incorporated into the Project.

Mitigation Measures

Mitigation:

VII. (c, d)

GEO-1: Grading and Construction

The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc. dated June 8, 2022 (Appendix F). The recommendations are presented in Section 6.0 Geotechnical Design Recommendations and Section 7.0 Construction Considerations of the report under the following subheadings: seismic design parameters, expansive soil, building foundations, spread footings or continuous footings, lateral resistance, floor slab, flatwork, corrosion considerations, pavement recommendations, utilities, site drainage, site preparation, and engineered fill and compaction criteria (pages 6-13).

VII. (f)

GEO-2: Inadvertent Paleontological Discovery

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



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions – Would the project:				
a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	<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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- Amar Avenue and Kaplan Avenue Air Quality and Greenhouse Gas Assessment. Urban Crossroads, Inc. February 17, 2023. (Appendix A)

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

The City has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related greenhouse gas (GHG) emissions. Specifically, the City has selected the interim 3,000 MTCO₂e per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The 3,000 MTCO₂e per year threshold is based on a 90 percent emission “capture” rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper (2008). A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets,



are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate one percent of projected statewide GHG emissions in the Year 2050 (Appendix A).

Discussion of Impacts

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

Less than Significant Impact:

Urban Crossroads conducted a Greenhouse Gas Analysis for the proposed Project, dated February 17, 2023. The analysis provides the estimated GHG emissions that will result from Project construction and operation. Construction related GHG emissions are quantified and amortized over the life of the Project, which is identified as a 30-year period, in accordance with SCAQMD recommendation. Project operational emissions would consist of mobile source, area source, energy source, water supply and treatment, waste, refrigerants, and on-site equipment. As shown in Table 8-1, the Project would generate 2,285.46 MTCO₂e per year. The existing buildings onsite generate an estimated 1,797.33 MTCO₂e per year, which is detailed in Attachment D of Appendix A. Therefore, the Project would result in a net increase of approximately 488.13 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 will occur.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	24.13	1.00E-03	1.33E-03	1.37E-02	24.53
Mobile	1,506	0.06	0.20	2.01	1,569
Area	4.14	<0.005	<0.005	0.00	4.26
Energy	414	0.03	<0.005	0.00	415
Water	81.80	1.54	0.04	0.00	131
Waste	17.10	1.71	0.00	0.00	59.90
Refrigerants	0.00	0.00	0.00	34.40	34.40
On-Site Equipment	0.00	0.00	0.00	0.00	47.37
Total CO ₂ E (All Sources)	2,285.46				

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



Less than Significant Impact: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's 2022 Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 1279, which is to reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045 (Appendix A). The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

In November 2017, CARB released the Final 2017 Scoping Plan Update to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32 (CARB 2017). Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and California Green Building Code (CALGreen). While measures in the Scoping Plan apply to state agencies and not the proposed Project, the Project's GHG emissions would be reduced with statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed Project would not obstruct implementation of the CARB Scoping Plan and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

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

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



remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The Project would replace ten (10) existing buildings with one (1) industrial warehouse building and would abandon Kaplan Avenue. The Project requires a zoning code amendment to change two (2) of the parcels from Commercial (C) to Industrial, and a general plan amendment to change two (2) of the parcels from Commercial to Employment. Upon approval by the City, the Project is consistent with the general plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/Regional Transportation Plan. Thus, a less than significant impact related to GHG emissions from Project construction and operation would occur.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 checked="" type="checkbox"/>	<input 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"/>

Project Impacts and Mitigation Measures

Sources:

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



- Phase I Environmental Site Assessment Industry Hills Business Center 15940-16056 Amar Road and 15940-16063 Kaplan Avenue City of Industry, California. Ramboll US Consulting, Inc. May 2022. (Appendix C)
- Addendum to Phase I Environmental Site Assessment 16008 Amar Road, City of Industry, California. Ramboll US Consulting, Inc. May 22, 2023. (Appendix D)
- Environmentally Regulated Materials Survey Report Limited Due Diligence Asbestos and Lead Survey 16008 Amar Road, City of Industry, California 91744. Citadel EHS. November 17, 2022 (Appendix E)

Findings of Fact: A Phase I Environmental Site Assessment (ESA) was conducted by Ramboll US Consulting, Inc., for the Project to determine if any recognized environmental conditions (RECs) exist on the Project site in conformance with the scope and limitations of ASTM Practice E1527-13. The term “recognized environmental conditions” means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The results of the Phase I ESA revealed no evidence of RECs in connection with the site.

An Environmentally Regulated Materials Survey Report was conducted by Citadel EHS to determine the presence of asbestos-containing materials (ACM), lead based paint, universal waste and other hazardous/regulated materials requiring handling or disposal practices outside of conventional solid waste on the Project site. Sample testing was limited to the interior of the buildings onsite. The City will include conditions of approval requiring sample testing of the exterior of the buildings.

Property History

The site was occupied by an orchard and supporting residence from 1928 through the 1940s. The orchards were replaced by row crops in the 1950s. Site use fluctuated between row crops and vacant land until 1979 when seven (7) industrial buildings were constructed along Amar Road. The remaining industrial buildings appear constructed along Kaplan Avenue by 1987. Retail tenants located within the Amar Road buildings between the 1980s to present day have largely included restaurants, medical offices, dental offices, shops, a liquor store, training and additional learning schools, and beauty salons. Light industrial tenants at the site listed along Kaplan Avenue have included flooring, metal fabrication, drapery sales, various contractors, custom upholstery, air conditioning, fashion sales, award shop, jewelry sales, grinding operations, woodworking operations, dye works, and silkscreen printers. Based on Ramboll’s review of the past uses of the site, it is unlikely that chlorinated solvents or PFAS were previously used, stored, or handled at the buildings onsite. Chemical storage at the retail portion of the site is largely limited to retail sizes of janitorial, housekeeping and sanitizing chemicals stored in cabinets and beneath bathroom sinks. No releases were reported by facility personnel in the tenant spaces. Chemicals are not stored in exterior areas of the site.

Past Light Industrial Operations at the Site

The site was first developed in 1979 with seven industrial buildings. The remaining buildings were constructed by the mid-1980s. Eight of the ten buildings located along Kaplan Avenue have been utilized for light industrial purposes since the mid-1980s. There is no readily available information as to the specific use of chemicals during this time period, but there is no indication that these operations were chemically intensive or involved the use of significant amounts of petroleum



products or other hazardous substances. The site is not listed on any environmental databases indicative of a release or of hazardous waste generation other than a release reported at Century Control Tech at 15947 Kaplan Avenue. According to files received from the Los Angeles Regional Water Quality Control Board (RWQCB), Century Control Technologies was inspected on December 16, 1997, by RWQCB staff. The site was being used for the storage of computer parts and no hazardous chemicals or chlorinated solvents were being used. The RWQCB issued a letter indicating that no further action would be required. Because the incident was granted closed status, Ramboll does not consider this matter to represent a contamination concern to the site. Ramboll notes that these operations were conducted during a time period when robust environmental regulations were in place regarding chemical handling and waste management. While Ramboll cannot rule out the possibility that inadvertent spills or releases of chemicals or petroleum products have occurred in the past, no specific contamination concerns were identified (e.g., obvious evidence of contamination, former underground storage tanks, listings indicating past chlorinated solvent use in significant quantities, known releases), and thus this matter is not considered a REC.

Past Use of Site for Residential Purposes and Agricultural Orchards

The site was previously used for agricultural purposes such as fruit orchards from at least 1928 until 1978. During this time period, a few scattered residences and associated outbuildings were present along the northwestern edge of the site. The residences and outbuildings may have used aboveground or underground fuel oil tanks for heating purposes and for farm vehicle fueling. Also, past orchard operations may have involved the application of arsenical and lead-based pesticides commonly used on orchards in the first half of the 20th century, or other organic pesticides commonly used on orchards thereafter. Facility personnel reported no knowledge of past subsurface testing for any pesticides. In addition, smudge pots (oil filled orchard heaters) may have been used at the site to keep frost from damaging the fruit. Because Ramboll's review did not identify documentation of a release, a suspected release, or a potentially material threat of a release of a hazardous substance or petroleum product related to this matter, it is not considered a REC; however, absent further information, the potential presence of these compounds in the site subsurface cannot be ruled out. Ramboll notes that this matter is unlikely to result in regulatory scrutiny, assuming no changes to site use. Ramboll further notes that the use of such substances in this region (which is and has been historically widely used for fruit production) would have been fairly widespread and ubiquitous.

De Minimis Condition - Pavement and Floor Staining

Ramboll observed multiple areas of exterior pavement and interior flooring where oil stains were apparent. Multiple approximately two-square-foot areas of staining were observed around the CNC machine in the JB CNC LLC tenant space. Additional minor pavement staining was observed in the parking lot areas. The stains were limited in areal extent, the underlying pavement/flooring appeared to be intact, there were no floor drains located within the tenant spaces, and no stains appeared to reach stormwater drains. As such, Ramboll considers this matter to represent a de minimis condition.

Citadel EHS has identified the following non-ASTM issues:

- **Asbestos-Containing Materials/Asbestos-Containing Construction Materials (ACMs):** Citadel EHS collected a total of 165 asbestos bulk samples for analysis. While the results of the samples tested indicate no asbestos detected, sample materials not tested are presumed to be asbestos containing materials (PACM) as they were built before



1980. Refer to Table 9-1 for a list of PACM building material locations within the Project site.

- **Lead-Containing Paint (“LCP”):** A total of 123 building components were tested omitting calibration checks and null readings. Though the survey revealed that building components were not coated in lead-based paint (LBP), LCPs were present in the areas surveyed. Refer to Table B.1 of Appendix E.

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated:

Construction Effects:

The proposed Project involves the demolition of ten (10) existing buildings totaling 164,259 square feet, and the construction of one (1) new industrial building totaling 205,460 square feet. Project construction would require fuels, lubricating fluids, solvents, cleaners, and paint. The use, transport, storage, and disposal of hazardous materials using these substances is subject to existing regulations established by several agencies which the Project would comply with, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department. Additionally, the Project will comply with policies S4-1 through S4-3 of the City’s General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials (City of Industry, 2014).

The Environmentally Regulated Materials Survey Report prepared by Citadel EHS identified areas within the existing buildings onsite that have not yet been tested but that are presumed to have asbestos-containing materials (PACM) as the building materials were constructed no later than 1980 and are assumed to contain greater than one percent asbestos. Refer to Table 9-1.



Table 9-1: Project Locations with Presumed Asbestos Containing Materials (PACM)

MATERIAL DESCRIPTION	MATERIAL LOCATION	APPROX QUANTITY (Square Feet = SF)	SAMPLE RESULTS
15940 Through 16012 Amar Road			
16008			
Wood Laminate Floor, Underlayment	Office and Breakroom	616 SF	PACM
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom	50 SF	PACM
Mirror Mastic	Restroom	3 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16016 Through 16056 Amar Road			
16020			
Wood Laminate Floor, Underlayment	Office and Breakroom	288 SF	PACM
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom	30 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
15959 Through 15941 Amar Road			
15957			
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom	55 SF	PACM
Mirror Mastic	Restroom	5 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16001 through 16021 Amar Road			
16011			
Mirror Mastic	Restroom	3 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16023 Through 16041 Amar Road			
16035			
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom	50 SF	PACM
Mirror Mastic	Restroom	5 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16045 through 16063 Amar Road			



16063			
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom and Warehouse	305 SF	PACM
Mirror Mastic	Restroom	50 SF	PACM
Wood Laminate Floor, Underlayment	Offices, Entry and Lobby	336 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
15940 Through 15946 Amar Road			
15942			
Fiberglass Reinforced Paneling (FRP) Adhesive	Restroom	55 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16000 Through 16010 Amar Road			
16008			
Wood Laminate Floor, Underlayment	Offices, Entry and Lobby	1,125 SF	PACM
Fiberglass Reinforced Paneling (FRP) Adhesive	Restrooms	110 SF	PACM
Mirror Mastic	Restrooms	10 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16010			
Wood Laminate Floor, Underlayment	Offices, Entry and Lobby	1,125 SF	PACM
Fiberglass Reinforced Plastic (FRP) Adhesive	Restrooms	110 SF	PACM
Mirror Mastic	Restrooms	10 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16020 through 16032 Amar Road			
16030			
Wood Laminate Floor, Underlayment	Entry Lobby	325 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM
16040 Through 16050 Amar Road			
16048			
Wood Laminate Floor, Underlayment	Entry Lobby	1,200 SF	PACM
Roofing Materials	Roof	N/Q	PACM



Exterior Building Materials	Exterior	N/Q	PACM
16050			
Wood Laminate Floor, Underlayment	Entry Lobby	1,200 SF	PACM
Roofing Materials	Roof	N/Q	PACM
Exterior Building Materials	Exterior	N/Q	PACM

Though building components were not coated with lead-based paint in the areas surveyed, lead-containing paint (LCP) was detected in the survey areas. As the existing structures onsite are presumed to include asbestos-containing materials and lead-containing paint, the Project will implement Mitigation Measure **HAZ-1**, as set forth below, which will ensure proper disposal of materials results in a less than significant impact during the demolition and construction phase of the Project. Additionally, the Project will be conditioned upon approval to have the exterior of the buildings tested for additional samples of asbestos prior to renovation and/or demolition activities. Therefore, Mitigation Measure **HAZ-1** and compliance with City conditions of approval ensures construction impacts would be less than significant.

Operational Effects:

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

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

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

Less than Significant Impact with Mitigation Incorporated:

Construction Effects:

The construction phase of the Project will involve the demolition of ten (10) existing buildings totaling 164,259 square feet, and the construction of one (1) new industrial building totaling 205,460 square feet. The Environmentally Regulated Materials Survey Report identified that there is lead-containing paint and asbestos present in the existing buildings. Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the Environmental Protection Agency (EPA). As such, South Coast AQMD Rule 1403 incorporates the requirements of the federal asbestos requirements found in National Emission Standards for Hazardous Air Pollutants (NESHAP) found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M. The Project is required to comply with Rule 1403 to limit asbestos emissions from building demolition activities.



Cal/OSHA regulates worker safety with respect to the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. The use of certain construction materials may result in safety hazards. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee training programs. Incorporation of Mitigation Measure **HAZ-1** reduces impacts to construction workers and the public from any hazardous materials during construction activities to a less than significant impact.

Operational Effects:

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

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

Less than Significant Impact with Mitigation Incorporated: The nearest school is Workman High School located approximately 483 feet south of the Project site at 16303 Temple Avenue within the City limits, followed by Valinda Middle School located approximately 0.28 miles northeast of the Project site, at 1030 Indian Summer Avenue in the jurisdiction of the City of La Puente. Puente Creek Channel and industrial warehouses are located immediately south of the Project site and serve as a buffer between Workman High School and the Project site. Additional surrounding uses include a warehouse storage to the west, residential uses to the east, and a mix of residential and commercial uses to the north. The Project is consistent with the character of the surrounding area.

Construction and operation of the Project would comply with all applicable federal, state and local laws and regulations in order to reduce the likelihood and severity of accidents during potential future buildout of the Project. Additionally, the Project will comply with policies S4-1 through S4-3 per the City’s General Plan Safety Element requiring hazardous material handling protocols to ensure safe storage, handling, transport, use, and disposal of all hazardous materials (City of Industry, 2014). Furthermore, the Project would implement Mitigation Measure **HAZ-1** to ensure the



removal of asbestos containing materials and lead containing paint would be handled pursuant to the recommendations outlined in the Environmentally Regulated Materials Survey Report and would not impact surrounding uses including Workman High School to the south (Appendix E). Furthermore, the Project will undergo an additional asbestos and lead survey of the exterior of the existing buildings onsite prior to issuance of a grading permit as a condition of Project approval by the City. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, which would inform on-site operators of necessary remediation processes in the event of accidental release. While there is an existing school located within 0.25 miles of the Project site, these measures would reduce potential impacts from hazardous materials or substances to a less than significant impact with mitigation incorporated.

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

Less than Significant Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency shall indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). Ramboll US Consultants performed a search of state and federal environmental databases and reviewed information available in the California GeoTracker database. The Project site is listed on two environmental databases and multiple compliance databases which include CPS-SCIC, WIP, CHMIRS, Los Angeles County HMS database, EMI, HIST-FTTS, ICIS, EMI, CIWQS, CERS, ICIS, ECHO, NPDES, and FINDS. A full narrative describing the summary of past assessment and remediation is available in the Phase I ESA and Addendum to the Phase I ESA prepared by Ramboll US Consultants, Inc. (Appendix C and Appendix D). Through the Project site is listed on the above-mentioned databases, it is not listed on any hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public or the environment and a less than significant impact would occur.

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

Less than Significant Impact: The closest heliport is the LA County Sheriff's Department Heliport located approximately 1.45 miles southwest, followed by the Los Altos Food Products Heliport approximately 3.5 miles northwest of the Project site. The San Gabriel Valley Airport is the closest airport located approximately 6.5 miles northwest of the Project site in the City of El Monte. Though the Sheriff's Heliport in the City does not have a specific land use compatibility plan, it is subject to the general policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The ALUP identifies <70 dBA CNEL as "Satisfactory" for industrial uses. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the General Plan. Furthermore, the proposed Project would be utilized as an industrial warehouse. Thus, the Project is consistent with the ALUP. Implementation of the Project is similar in building height to the existing industrial buildings in the surrounding area and will not require the use of cranes of sufficient height to pose a hazard to aviation. Though



the Project is located within two miles of a heliport, the proposed Project is consistent with the ALUP and would not result in a safety hazard or excessive noise for people working or residing in the Project area. Thus, a less than significant impact would occur.

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

Less than Significant Impact: The Project does not involve construction or operational characteristics which would interfere or impact emergency response or evacuation of the Project site or immediate surrounding area. Egress and ingress to the Project site will be maintained and circulation on-site is provided to comply with County and City requirements. Therefore, potential impacts to the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

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

Less than Significant Impact: According to the California Department of Forestry and Fire Protection, the City is not within a severe fire hazard zone and does not anticipate exposure to hazards associated with wildland fires. The nearest Very High Fire Hazard Severity Zone (VHFHSZ) is located approximately 3.3 miles southwest of the Project site and no wildlands exist within the immediate vicinity of the site. The VHFHSZ is not anticipated to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Furthermore, the Project site is currently developed with existing industrial structures. Therefore, implementation of the proposed Project would have a less than significant impact.

Mitigation Measures

Mitigation:

IX. (a, b, c)

- HAZ-1** The Project shall incorporate applicable recommendations provided in the Environmentally Regulated Materials Survey Report prepared by Citadel EHS, dated November 17, 2022 (Appendix E). The recommendations are presented in Section 4.0 Conclusions and Recommendations of the report under the following sub-headings: Asbestos and Lead-Containing Materials (pages 12-15).



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

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



- 2020 Urban Water Management Plan, Suburban Water Systems. June 2021.
- Phase I Environmental Site Assessment 15940-16056 Amar Road and 15940-16063 Kaplan Avenue City of Industry, California. Ramboll US Consulting. May 2022. (Appendix C)
- Low Impact Development (LID) Plan Hines Industry Hills 15940-16016 Amar Rd. and 15940-16040 Kaplan Avenue. City of Industry, California 91744. Ware Malcomb. September 9, 2022, revised November 16, 2022. (Appendix H)
- Hydrology and Hydraulics Study for 15940-16016 Amar Rd. and 15940-16040 Kaplan Ave. Accessor Parcel Number: 8250-001-011, 8250-012-017 City of Industry, Los Angeles County, California 91744. Ware Malcomb. November 16, 2022 (Appendix I).

Findings of Fact: The City lies within the San Gabriel River Watershed, and the San Gabriel River is the main drainage for the watershed. Major tributaries to the San Gabriel River along its path to the Pacific Ocean include Walnut Creek, San Jose Creek, Coyote Creek, and numerous storm drainage structures. The watershed in Los Angeles County is under the authority of the Los Angeles Regional Water Quality Control Board (RWQCB). 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 minimal flood chance) according to FEMA Flood Hazard map 060371695F, 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", the Project site is located within the Puddingston Dam inundation area. In the event Puddingston Dam fails, water will reach the Project site approximately 90-100 minutes after dam failure.

Water Quality

The Low Impact Development (LID) Plan was prepared by Ware Malcomb dated September 9, 2022 and was revised on November 16, 2022. The LID Plan complies with the standard BMP requirements set forth by the Los Angeles Regional Water Quality Control Board. Additionally, the LID Plan sets forth Source Control Best Management Practices (BMPs), non-structural BMPs, Structural BMPs, and Inspection/Maintenance Responsibilities for the Project. This plan is included as Appendix H to this document.

Discussion of Impacts

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

Less than Significant Impact: According to the Low Impact Development Plan (LID) prepared by Ware Malcomb dated September 9, 2022, (Appendix H), the Project is considered a redevelopment project, which is a land-disturbing activity that results in the creation, addition, or replacement of a certain amount of impervious surface area on an already developed site. While the Project would result in an alteration to more than 50 percent of the impervious surface area on the already developed site, the existing site was subject to post-construction storm water quality control requirements. Thus, the site does not need to be mitigated. All designated projects must retain 100 percent of the Stormwater Quality Design Volume (SWQDv) on-site through infiltration,



evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. To meet these requirements, the Project must:

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

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

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

Less than Significant Impact: According to *Figure 10: Water District Boundaries and Drainage Channels* of the City's General Plan, the Project site is serviced by Suburban Water Systems. Suburban Water Systems utilizes locally produced groundwater from wells in the San Gabriel Valley Main and Central Basins which provide approximately 80 percent of Suburban Water Systems water supply. The remaining water supply comes from surface water provided by the Metropolitan Water District of Southern California which imports its water from Northern California via the California Aqueduct. According to the 2020 Urban Water Management Plan (UWMP), Suburban Water Systems can expect to meet the majority of future demands through 2045 for average, single dry, and multiple dry years. Though several areas within the Whittier/La Mirada service areas indicate supply deficits during single and multiple dry years, groundwater supplies are shared amongst the entire Suburban Water Systems service area and shortfalls within one service area are supplemented by the surplus within the other service area. Furthermore, the supply-demand analysis in the UWMP does not include groundwater rights agreements with other agencies in the Basin.

Project implementation would result in a decrease of impervious area from 90% to 88.7%, or 395,751 square feet to 389,875 square feet (Appendix H). Therefore, the Project design would reduce the amount of groundwater recharge interference. The Project proposes to demolish ten (10) existing structures totaling 164,259 square feet, and construct one (1) industrial warehouse building totaling 205,460 square feet. The Project is consistent with the underlying land use designation upon approval of a general plan amendment by the City, and is not anticipated to generate an increased demand that would result in a net



deficit in aquifer volume or a lowering of the local groundwater table. Therefore, a less than significant impact would occur.

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

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

Less than Significant Impact: Buildout of the Project would result in a decrease of impervious area from 90% to 88.7%, or 395,751 square feet to 389,875 square feet. The Project proposes to demolish ten (10) existing structures totaling 164,259 square feet, and construct one (1) industrial warehouse building totaling 205,460 square feet. The Project is also not anticipated to substantially increase the amount of runoff or rate of surface runoff located on-site as the proposed development would not increase impervious surface area. Additionally, the implementation of the Stormwater Quality Control Measures outlined in the LID Plan will reduce the potential for on- or offsite flooding to the maximum extent possible. Therefore, a less than significant impact would occur.

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

Less than Significant Impact: The Project site is currently developed with 164,259 square feet of industrial and commercial buildings which would be demolished and replaced with one (1) industrial warehouse building totaling 205,460 square feet. While the building footprint would increase by 41,201 square feet, based on the proposed site plan, the Project would decrease the amount of impervious surface on-site. Therefore, the Project would not significantly increase the amount of runoff water and is not expected to exceed the capacity of existing or planned stormwater drainage systems. Any increases in runoff quantities are expected to be within the capacity of the existing infrastructure. Additionally, the Project will implement the recommendations outlined in the LID Plan to reduce the potential for polluted stormwater runoff to a less than significant impact. The Project will follow the City's regulations regarding stormwater runoff and treatment for industrial projects. A less than significant impact would occur.

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

Less than Significant Impact: The Project proposes a drainage system that will mimic the existing drainage patterns. The proposed grading and drainage designs are anticipated to protect the proposed on-site improvements from the 50-year storm event without causing adverse impacts to the downstream drainage conditions (Appendix I). Therefore, Project 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: The Project site is located in a FEMA Flood Zone X, outside of the 100- and 500-year floodplains according to *Figure 15: FEMA Flood*



Hazards of the General Plan. According to Figure 16: Dam Inundation Hazards, the Project site is located within the Puddingstone Dam Inundation Area within the City's northern limits. In the event Puddingstone Dam were to fail it would take over 90-100 minutes for water to reach the Project site. According to the Safety Element of the County of Los Angeles General Plan, the Division of Safety of Dams of the California Department of Water Resources has jurisdiction over large dams throughout the State and enforces strict safety requirements and annual inspections. Additionally, dam inundation areas have been mapped by dam owners and submitted to the California Office of Emergency Services (Cal/OES) to ensure effective emergency planning and adequate preparations in the event of a catastrophic event such as dam failure.

The site is not in an area that would be subject to seiche, tsunami, or flood due to the subject site's lack of directly adjacent bodies of water that could be the source of a seiche, distance from the shoreline in the event of a tsunami, or proximity to areas prone to landslides that could create mudflows or flash flooding. Therefore, there would be less than significant risk of releasing pollutants due to project inundation from flood, tsunami, or seiche. Furthermore, the engineering of the site along with implementation of the LID Plan will prevent on-site inundation. 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: A LID Plan was prepared by Ware Malcomb to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff. With the implementation of the Stormwater Quality Control Measures outlined in the LID Plan as approved by the City, the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the maximum extent possible. The Project is designed to meet City regulations regarding construction and operation for the Project. Thus, the Project will comply with City water quality control plans and sustainable groundwater management plans to reduce impact to a less than significant impact level.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning – Would the project:				
a) Physically divide an established community?	<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 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 (Ord. 385 § 10, 1975)

Findings of Fact: The proposed Project involves the demolition of ten (10) existing buildings totaling 164,259 square feet, and the construction of one (1) new industrial warehouse building totaling 205,460 square feet. The underlying General Plan land use designation is Commercial and Employment, and the zoning designation is Industrial (M) and Commercial (C). The Applicant proposes general plan amendment to change the current land use designations from Commercial to Employment, and a zoning code amendment to change the zoning designation from Commercial (C) to Industrial (M). The Project requires a Parcel Map to merge the seven existing parcels into a single 10.9-acre parcel with a land use designation of Employment and a zoning designation of Industrial (M). Additionally, the Project requires the abandonment of the right-of-way and easements for Kaplan Avenue.

Land uses surrounding the site include industrial warehouse uses to the south and west, residential uses to the east, and commercial and residential uses to the north. The community of Valinda (unincorporated Los Angeles County) is located east of Echelon Avenue and north of Amar Road. The Project site is located in the southwest corner of Amar Road and Echelon Avenue which are established roads within the urban, built-up environment of the surrounding area. Upon approval of a general plan amendment and zoning code amendment, the Project is consistent with the land use and zoning designations of the site. Furthermore, the proposed industrial development is consistent with surrounding land uses to the south and west and aligns with the City's role as a hub for industrial and employment growth.

Discussion of Impacts

Would the project:

- a) Physically divide an established community?

No Impact: The Project site is fully developed with ten (10) buildings totaling 164,259 square feet that were used for industrial and commercial uses. Uses surrounding the site include industrial warehouses to the south and west, residential uses to the east, and commercial and residential uses to the north. The Project site is located at the southwest



corner of Amar Road and Echelon Avenue, which are established public roads in the City. The proposed zone change to Industrial (M), and general plan amendment to Employment are consistent with the surrounding industrial warehouse uses.

The proposed Project includes the demolition of the existing ten (10) industrial/commercial buildings onsite and the construction of one (1) industrial warehouse building totaling 205,460 square feet. Entitlements for the Project include a Parcel Map to merge the existing seven (7) parcels into a single lot totaling 10.09-acre parcel, a general plan amendment and a zoning code amendment. The new 10.09-acre parcel will have a land use designation of Employment and zoning designation of Industrial (M). Additionally, the Applicant proposes to abandon the right-of-way and easements for Kaplan Avenue. The Project site is fully developed with buildings used for commercial and industrial uses. Therefore, no established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community and no impact would occur.

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

Less than Significant Impact: As stated above in subsection (a), the Project involves a general plan amendment, zoning code amendment, the construction of an industrial warehouse, a Parcel Map to merge the existing seven (7) parcels, and the abandonment of the right-of-way and easements for Kaplan Avenue. The Project site's current General Plan Land Use designation is Employment and Commercial. The Project would involve a general plan amendment to change the land use designation from Commercial to Employment for two (2) of the seven (7) parcels. Upon approval of a general plan amendment by the City, the Project will be consistent with the General Plan. Furthermore, the Project would be consistent with the vision of the General Plan, as industrial districts are a key component of the City's goal for creating and maintaining an ideal setting for distribution and industrial facilities. The Project would be subject to the development standards set forth in the City's Code, and the City's design guidelines. Furthermore, the Project's floor area ratio (FAR) would be under the 0.5 value stipulated by the General Commercial designation, and as such would be consistent with the General Plan's required standard. Therefore, the Project has a less than significant impact to conflict with any applicable land use plan, policy, and/or regulation.



	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, Mineral Land Use Classification

Findings of Fact: The City does not designate any land uses within its jurisdiction for mineral resources, nor does the City delineate any resource recovery sites. The Project site has a General Plan land use designation of Employment and Commercial and is zoned Industrial (M) and Commercial (C). According to the California Geological Survey and the State Mining and Geology Board, no areas within the City are designated as mineral areas. Mineral Land Classification (MLC) studies are produced by the State Geologist as specified by the Surface Mining and Reclamation Act (SMARA, PRC 2710 et seq.) of 1975. To address mineral resource conservation, SMARA mandated a two-phase process called classification-designation. Classification is carried out by the State Geologist and designation is a function of the State Mining and Geology Board. The Project site is not designated on a SMARA mineral resource zone map. The Project site is located within the SMARA Study Area 143-4, San Gabriel Valley Production-Consumption Region for Sand and Gravel Resources Areas.

Discussion of Impacts

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
 - b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
- a-b) No Impact:** The Project site is not designated as an area of known mineral resources according to the City’s General Plan, and is considered to be an area where geologic information indicates that little likelihood exists for the presence of significant mineral resources, according to the California Geological Survey. Additionally, there are no resource recovery sites delineated within the City boundaries, Project vicinity or surrounding areas. Therefore, the Proposed project would not result in the loss of availability of locally important mineral resources and therefore would have no impact.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise – Would the project result in:				
a) Generation of a substantial, temporary, or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Project Impacts and Mitigation Measures

Sources:

- City of Industry 2014 General Plan (adopted June 12, 2014)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- U.S. Department of Transportation. Federal Highway Administration. Construction Noise Handbook. Chapter 9.0 “Construction Equipment Noise Levels and Ranges.”
- Los Angeles County A-NET
- Preliminary Assessment of Environmental Noise, Amar Road Development, City of Industry, CA CEQA Noise Report. Veneklasen Associates, Inc. August 16, 2023. (Appendix J)

Findings of Fact: The City is an industrial suburb of Los Angeles and serves as an economic hub for the surrounding region. The City is located along Highways 60 and 57 as well as the 605 Freeway. Thus, the City is impacted by a variety of existing noise sources related to the existing industrial and commercial uses in the area and from vehicular traffic from surrounding freeways and roadways. The Project site is located on Amar Road which is classified as a Major Highway on *Figure 5: Roadway Classification Plan* of the General Plan.

As noted in the Preliminary Assessment of Environmental Noise prepared by Veneklasen Associates, Inc. dated August 16, 2023 (see Appendix J), residential properties are located east of Echelon Avenue and north of Amar Road within Valinda (unincorporated Los Angeles County). All other surrounding properties are developed with industrial and storage land uses. The Project site is currently developed with ten (10) commercial and industrial buildings totaling 164,259 square feet. The Project proposes to demolish the existing structures and construct one (1) industrial warehouse building totaling 205,460 square feet and is expected to operate 24 hours a day, 7 days a week.



According to the Land Use Compatibility figure of the City's General Plan, the normally acceptable community noise equivalent level (CNEL) for office and commercial land uses is 70 CNEL (dBA) range. The conditionally acceptable CNEL for office and commercial land uses is the 68-78 CNEL (dBA) range. The Los Angeles County Code Section 12.08.390 identifies a maximum acceptable exterior noise level for commercial properties to be 60 dBA between the hours of 7:00 am – 10:00 pm, and 55 dBA between the hours of 10:00 pm – 7:00 am for commercial properties. According to the Construction Noise handbook, prepared by the Federal Highway Administration, at a distance of 50 feet, some heavy construction equipment can produce noise levels above 80 A-weighted decibels (dBA).

Discussion of Impacts

Would the project result in

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

Less than Significant Impact with Mitigation Incorporated: The Project site is bounded by Amar Road to the north and Echelon Avenue to the west, with surrounding land uses including residential, commercial, and industrial. Traffic from Amar Road and Echelon Avenue are the primary source of noise in the general area of the Project site. The Project is located within the Commercial (C) and Industrial (M) zones and is identified within the 70 dBA CNEL noise contour zone. The Project proposes to demolish ten (10) existing industrial buildings totaling 164,259 square feet, and construct one (1) new industrial buildings totaling 205,460 square feet to be used as an industrial warehouse. Industrial land uses such as the Project are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 78 dBA CNEL.

The Preliminary Assessment of Environmental Noise by Veneklasen Associates (Appendix J) was prepared using the applicable City standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. To establish existing ambient noise level conditions in the areas surrounding the Project site, a field monitoring study was conducted at the locations shown in Figure 13-1 on November 17, 2022. The weather conditions were clear, and no anomalies were present during the survey periods. The ambient monitored noise levels for position L1 on Amar Road were measured at CNEL 65 dBA, and CNEL 60 dBA for position L2 on Echelon Avenue (Appendix J).



Figure 13-1 Existing Ambient Noise Monitoring Locations



Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

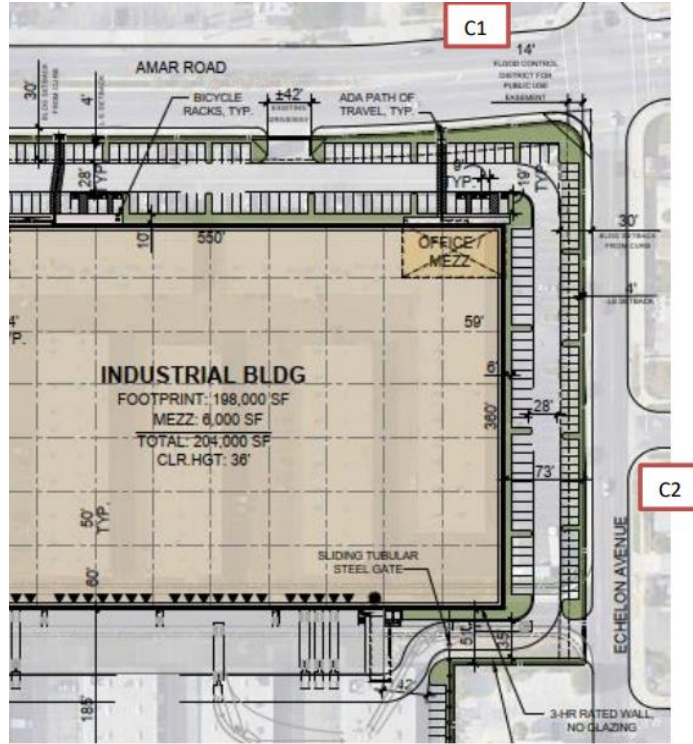
Construction Related Impacts

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

Construction of the Project will generate temporary noise levels at the property line of the Project site. Construction noise levels will vary due to each stage of construction requiring a specific equipment mix, depending on the work to be completed. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Table 13-1 presents the noise levels for construction equipment measured at two (2) construction noise receptor locations located at the northeast corner of the Amar Road and Echelon Avenue intersection (C1), and east of Echelon Avenue (C2), see Figure 13-2.



Figure 13-2 Construction Noise Receptor Locations



Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

Table 13-1 Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment	Quantity	Reference Sound Pressure Level at 50 ft.	Receptor C1		Receptor C2	
				Dist. (ft)	SPL	Dist. (ft)	SPL
Demolition and Grading	Excavator	1	85	180	70	130	73
	Excavator	1	85	280	66	240	67
	Excavator	1	85	280	66	240	67
	Excavator	1	85	350	64	340	64
	Skid steer	1	80	180	69	130	72
	Wheel loader	1	80	280	65	240	66
	Scraper	1	87	280	68	240	70
	Dozer	1	85	280	66	240	67
	Sweeper	1	82	180	61	130	64
Dump Truck	1	84	280	65	240	66	
Total SPL (dBA)				77		79	
	Loader	1	80	280	65	240	66
	Forklift	1	85	280	63	240	64



Foundation and Building Construction	Generator	1	82	180	68	130	71
	Compressor	1	82	280	63	240	64
	Back-hoe	1	82	280	63	240	64
	Haul Truck	1	88	180	77	130	74
	Concrete Truck	1	85	280	66	240	67
Total SPL (dBA)				78		78	

Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

As shown in Table 13-1 above, modeled unmitigated construction noise levels reached up to 79 dBA Leq. To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities with a maximum noise level of 79 dBA Leq, as shown on Table 13-2. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

Table 13-2 Construction Level Compliance

Receiver Location	Construction Noise Levels (dBA Leq)		
	8-hour sound level (Leq)	Threshold ³	Threshold Exceeded?
Demolition and Grading Phase			
C1	77 dBA	80	No
C2	79 dBA	80	No
Foundation and Building Construction			
C1	78 dBA	80	No
C2	78 dBA	80	No

Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

Operation Related Impacts

The Project is expected to be operational 24 hours a day, 7 days a week as an industrial warehouse. Consistent with similar warehouse and industrial uses, the Project's business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays. Potential noise impacts associated with the operations of the Project will be a result of loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. Loading docks are proposed along the south side of the building and are expected to be a major source of operational noise. To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 13-3 presents the projected noise levels assuming the worst-case noise environment for loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time.



Table 13-3 Operational Reference Noise Level Measurements

Events	Elevation (ft)	Sound Power Level (dBA)	Duration
Rooftop Mechanical			
Air Conditioning units	48	95	Continuous
Exhaust fans	48	82	Continuous
Loading Dock			
Truck driving off	12	104	1 min
Truck exiting area	12	105	15 sec
Truck idling	12	105	5 min
Truck back-up	12	107	30 sec
Loading dock – pull-in	4	108	1 min
Loading dock – door slam	4	116	2 sec

Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

To analyze the potential noise impacts from the loading docks, a typical loading dock event was defined using the assumptions shown in Table 13-3. Utilizing these assumptions, the hourly noise level will depend on the number of loading dock events per hour. It is estimated that around 13 percent of the Project trip generation may be made by medium and heavy trucks, or approximately 48 daily trips. If spread evenly through daytime and evening hours, this is about three (3) truck trips per hour. To present the potential worst-case scenario noise conditions, the Preliminary Assessment of Environmental Noise analysis used six (6) loading dock events per hour to allow for circumstances where a greater than average number of trucks arrive in an hour (Appendix J).

The Project includes an 8-foot-tall concrete wall around the perimeter of the site with a tubular steel gate at the east end of the loading dock off of Echelon Avenue. East of Echelon Avenue are single-family residences located within the community of Valinda, in unincorporated Los Angeles County. The Los Angeles County Code Section 12.08.390 identifies noise standards for residential properties between the hours of 7:00 am-10:00 pm as 50 one-hour average, and 45 one-hour average between the hours of 10:00 pm – 7:00 am. The Preliminary Assessment of Environmental Noise (Appendix J) analyzed noise impacts at four (4) noise receptors east of Echelon Avenue utilizing varying versions of the gate at different heights, see Figure 13-3. As shown in Table 13-4, exterior noise levels exceed the 50 dBA Leq threshold of significance depending on the material and height of the gate. Therefore, the Project will implement Mitigation Measure **NOI-1**, as set forth below, and install a solid, 8-foot-high gate to reduce noise impacts to below the 50 dBA Leq significance level.



Figure 13-3 Operational Noise Model Receivers



Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)

Table 13-4 Operational Noise Model Results

Location	Exterior Noise Levels dBA Leq		
	Tubular Gate	Solid Gate, 6 ft.	Solid Gate, 8 ft.
R1	50	50	50
R2	54	51	50
R3	50	49	48
R4	47	47	47
Threshold of Significance	50	50	50
Exceeded?	YES	YES	NO

Source: Preliminary Assessment of Environmental Noise, Veneklasen Associates, 2023 (Appendix J)



Exterior noise levels as a result of Project implementation will cause an increase in the ambient noise level at the site. The calculated hourly noise level with implementation of Mitigation Measure **NOI-1** for the worst-case condition (i.e., 50 dBA) was added to the existing hourly noise level and the resultant CNEL was calculated. This is a conservative estimate as the hourly noise level from operational noise was calculated using a greater than average number of trucks, and for most hours the operational noise would be lower. The calculated increase in CNEL was 0.9 dBA, which is less than the threshold of significance of 3 dBA. Therefore, with mitigation incorporated a less than significant impact would occur.

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

Less than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. At distances ranging from 130 to 280 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.005 to 0.008 in/sec PPV. Based on maximum acceptable continuous vibration damage threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise receiver locations. Additionally, the vibration levels reported at the receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site.

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

Less than Significant Impact: The closest heliport is the LA County Sheriff's Department Heliport located approximately 1.45 miles southwest, followed by the Los Altos Food Products Heliport approximately 3.5 miles northwest of the Project site. The San Gabriel Valley Airport is the closest airport located approximately 6.5 miles northwest of the Project site in the City of El Monte. Though the Sheriff's Heliport in the City does not have a specific land use compatibility plan, it is subject to the general policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The ALUP identifies <70 dBA CNEL as "Satisfactory" for industrial uses. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the General Plan. Furthermore, the proposed Project would be utilized as an industrial warehouse. Thus, the Project is consistent with the ALUP. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airports. A less than significant impact would occur.

Mitigation Measures

XVIII (a)

NOI-1 The screen wall and sliding gate shown at the east side of the loading dock area shall be solid, without holes, slats, or gaps, and shall be a minimum of 8 feet high. The gate shall remain closed when vehicles are not passing through it.





	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 checked="" type="checkbox"/>	<input 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)
- Industry Municipal Code (Ord. 385 § 10, 1975)

Findings of Fact: The Project site is currently developed with ten (10) existing buildings totaling 164,259 square feet that are currently used for industrial and commercial uses. The proposed Project will replace these buildings with one (1) industrial warehouse building totaling 205,460 square feet. The Project consists of five (5) parcels zoned Industrial (M) and two (2) parcels zoned Commercial (C). The Applicant proposes a Parcel Map to merge the seven (7) parcels into one single 10.09-acre parcel, and a zoning code amendment to rezone parcels zoned Commercial to Industrial. The change in land use and zoning is compatible with the surrounding industrial uses: north of the Property is a mix of residential and commercial uses in the community of Valinda in the jurisdiction of unincorporated Los Angeles County, west of the Property is an 87,000 square feet public storage facility, south of the Property are industrial businesses including an HVAC supply company, and east of the Project site is a pet supply store and single family residences in the jurisdiction of unincorporated Los Angeles County. Given that the geographic area is surrounded by industrial and storage uses to the south and west, the proposed industrial warehouse is compatible with the overall area.

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)?

Less than Significant Impact: The CEQA Guidelines Section 15126.2(e) states growth-inducing impacts are not assumed to be beneficial, detrimental, or of little significance to the environment, but that a proposed project should be assessed on how it could foster economic growth or population growth, or the construction of



additional housing, either directly or indirectly. The most immediate presence of potential growth related to the proposed Project would be the labor force associated with the construction and operation of the industrial facility. The proposed building is expected to operate as an industrial warehouse 24 hours a day, seven (7) days a week. Project operation is estimated to include a total of 464 employees with approximately three (3) shifts per day, and an estimated one hundred (100) employees per shift. Section 1.5.1 of the City's General Plan, "A Hub for Regional Business and Employment" indicates that 70% of people working in the City live in the nearby communities of the East San Gabriel Valley, South San Gabriel Valley, Upper San Gabriel Valley, and Whittier. Since the Project site is in an urban and built-up area, the labor force associated with the construction and operation of the proposed Project would likely be comprised of persons from the surrounding and existing workforce within the area. The Project does not propose any residential dwelling units and would not result in direct or indirect population growth. Therefore, potential impacts associated with unplanned population growth would be less than significant and no mitigation would be required.

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

No Impact: The Project would replace existing industrial and commercial buildings and would be developed on a site that is currently occupied. The Project would not require the removal of existing housing or people. Therefore, the proposed Project will have no impact on displacing existing housing or people.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services – Would the project:				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service 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 checked="" type="checkbox"/>	<input 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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Hacienda La Puente Unified School District, About HLPUSD.
<https://www.hlpschools.org/district/about-hlpusd>
- District Profiles, California Department of Education, accessed October 30, 2023. [District Profiles](#)

Findings of Fact: The City is served by Battalion 12 of the Los Angeles County Fire Department. Three fire stations are within the City: Fire Station No. 43 on Stimson Ave, Fire Station No. 87 on 2nd Ave., and Fire Station No. 118 on Gale Ave. The City is also served by stations in neighboring communities via mutual aid agreements. The nearest fire station is Los Angeles Department Station No. 26, located in the City of La Puente approximately 0.87 miles west of the Project site. The City is served by the Los Angeles County Sheriff's Department and the City's sheriff station is located at 150 N. Hudson Ave, approximately 1.5 miles southwest of the Project site.

The Project site is located within the boundaries of the Hacienda La Puente Unified School District, which provides public school facilities to accommodate students within its district. The Project site contains a small charter school located at 16030 Amar Road that will be replaced by the Project. The nearest school is Workman High School, which is located 483 feet south of the Project site. The Puente Creek Channel and industrial buildings including a HVAC supply company provide a buffer between the proposed industrial warehouse and the school. Additional surrounding schools include De Valle Elementary School located approximately 0.55 miles southwest of the Project site, and Valinda Middle School located approximately 0.33 miles northeast of the Project site.

Discussion of Impacts



Would the project:

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

i) Fire protection?

Less than Significant Impact: The Los Angeles County Fire Department will continue to provide fire protection and emergency medical services to the Project site, as well as to the surrounding community. The proposed Project involves the demolition of ten (10) existing buildings totaling 164,259 square feet and the construction of one (1) new industrial warehouse building totaling 205,460 square feet. Based on the increase in building square footage of 41,201 square feet, the proposed Project may result in an incremental increase in demand for fire services, but not to a significant degree. The proposed Project will be constructed to current building code requirements regarding fire suppression and access. Furthermore, the Project will be subject to the review and approval of the Los Angeles County Fire Department. According to the City's General Plan EIR, there are adequate firefighting resources in the region to serve the proposed Project, and construction of a new or expanded fire station would not be required. Therefore, Project impacts would be less than significant.

ii) Police protection?

Less than Significant Impact: The Los Angeles County Sherriff's Department provides police protection to the City of Industry and will continue to provide police protection services to the Project site and surrounding community. The Los Angeles County Sheriff's Station is located at 150 N. Hudson Ave, approximately 1.5 miles southwest of the Project site. The subject property is currently developed with ten (10) existing industrial buildings totaling 164,259 square feet. Buildings on the parcels zoned Industrial (M) contain light manufacturing uses, and buildings on the parcels zoned Commercial (C) include a strip mall with various commercial uses.

The Project would include replacement of the existing structures with one (1) new industrial warehouse building totaling 205,460 square feet that would also include ancillary improvements such as landscaping, trash enclosures, signage, and site lighting. The proposed building is expected to operate as an industrial warehouse 24 hours a day, seven (7) days a week. Project operation is estimated to include a total of 464 employees with approximately three (3) shifts per day, and an estimated one hundred (100) employees per shift. Based on the minor increase in building square footage of 41,201 square feet and 24 hour a day operation, the proposed Project may result in a slight increase in demand for police protection services, but not to a significant degree. Project implementation will not result in the need for construction of new police protection facilities; therefore, a less than significant impact is expected.

iii) Schools?

Less than Significant Impact: The Project site is located within the Hacienda La



Puente Unified School District (HLPUSD) which includes seventeen (17) K-5 elementary schools, six (6) K-8 schools, four (4) middle schools, four (4) comprehensive high schools, and one (1) alternative high school. The Project site includes a non-profit public charter school called Options for Youth (OFY) located at 16030 Amar Road. Based on correspondence with a school representative on October 27, 2023, the school currently serves middle through high school aged students (6th-12th grade with a minimum age requirement of 14 years old) and has a total enrollment of 118 students. A large majority of the students live within the HLPUSD service boundaries and a small portion commute from outside of the District. Students displaced by the Project who live within the HLPUSD boundaries would continue to attend middle and high schools within the HLPUSD. Students living outside of the HLPUSD boundaries would attend nearby Rowland Unified School District (RUSD) to the east, and West Covina Unified School District (WCUSD) and Basset Unified School District (BUSD) to the north. *Table 15-1 Schools with Grades 6-12 within 2.5 Miles of the Project Site* lists the schools within the vicinity of the Project site that would serve students displaced by the Project.

Table 15-1 Schools with Grades 6-12 within 2.5 Miles of the Project Site

District	School	Grades Served	Distance from Project Site	Current Enrollment (students)
HLPUSD	William Workman High School	9-12	800 feet	860
	Valinda School of Academics	K-8	0.34 miles	511
	Fairgrove Academy	K-8	0.44 miles	742
	Del Valle Elementary School	K-6	0.62 miles	220
	Sierra Vista Middle School	6-8	0.65 miles	206
	La Puente High School	9-12	1.17 miles	960
	Workman Elementary	K-6	1.16 miles	329
	Sparks Middle School	7-8	1.2 miles	351
	Sparks Elementary School	K-6	1.37 miles	455
	Nelson Elementary School	K-6	1.6 miles	314



	California Elementary School	K-6	1.3 miles	333
	Sunset Elementary School	K-6	1.8 miles	142
WCUSD	Coronado High School	9-12	1.5 miles	112
	Walnut Grove Intermediate School	7-8	1.5 miles	306
	Merlinda Elementary School	K-6	1.5 miles	451
RUSD	Villacorta Elementary School	K-6	1.8 miles	308
	Hurley Elementary School	K-6	1.6 miles	416
	Northam Elementary School	K-6	1.9 miles	375
	Giano Intermediate	7-8	1.9 miles	489
	Santana High Continuation School	9-12	2.5 miles	154
BUSD	Basset Senior High School	9-12	2.2 miles	839
	Nueva Vista Continuation High School	10-12	2.4 miles	44

HLPUSD, RUSD, WCUSD and BUSD don't have a fixed maximum number of students they can serve as this depends on factors such as enrollment trends, class size, facilities, staffing and funding. However, given the number of schools within a 2.5-mile radius of the Project site, surrounding school districts would have the capacity to accommodate the 118 students displaced by the Project. Furthermore, Project implementation would not create a significant, direct demand for public school services, as the Project includes an industrial warehouse that would not generate any school-aged children requiring public education. The proposed Project is not expected to draw new residents to the region and therefore would not indirectly generate school-aged students requiring public education. As the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Thus, a less than significant impact would occur.



iv) Parks?

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

v) Other facilities?

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



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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: Although the industrial facility may provide additional jobs, it is not anticipated that the increase in jobs will result in the need for additional recreational spaces. According to the Section 3.2.3 “*Open Space and Recreation Resources*” of the City’s general plan, “[a]s a largely developed, business-oriented City with a limited population, the City of Industry does not serve the recreational needs of a residential base.” Additionally, industrial land uses are not subject to the Quimby Act (California Government Code § 66477), which requires developers to provide a percentage of open space with development projects.

Discussion of Impacts

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
- a-b) No Impact:** The Project consists of re-developing the Project site with one (1) industrial building, a zone change from Commercial (C) to Industrial (M), a a general plan amendment changing the general plan designation from Commercial to Employment, a Parcel Map to merge the existing seven (7) parcels into a single 10.09-acre parcel, and the abandonment of the right-of-way and easements for Kaplan Avenue. The Project would also include ancillary improvements associated with the industrial warehouse use such as landscaping, trash enclosures, signage, and site lighting. The Project does not include any type of residential use or other land use that may generate a population that would increase the utilization of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in substantial physical deterioration of an existing



neighborhood or regional park. The Project does not include any new on- or off-site recreation facilities, nor the expansion of any existing off-site recreational facilities. Thus, environmental effects related to the use, construction, or expansion of recreational facilities would not occur with implementation of the proposed Project. No impact on recreational facilities would occur.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation/Traffic – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project 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. June 25, 2020.
- Memorandum Vehicle Miles of Travel (VMT) Assessment for 15940-16016 Amar Blvd, 15940, 15941, 16000, 16023 & 16040 Kaplan Ave. CNC Engineering. April 5, 2023. (Appendix K)

Findings of Fact: The Project requires a Parcel Map to merge the existing seven (7) parcels into one (1) single 10.09-acre parcel with a zoning designation of Industrial (M) and land use designation of Employment upon approval of a general plan amendment and zoning code amendment by the City. The Project requires the abandonment of the right-of-way and easements for Kaplan Avenue, the demolition of the existing ten (10) buildings totaling 164,259 square feet, and the construction of one (1) industrial building totaling 205,460 square feet. Additional site improvements include repaving of asphalt, 269 parking stalls, installation of walkways, a new driveway entrance on Echelon Avenue, the installation of drought tolerant landscaping, and a biofiltration basin on the south perimeter of the site abutting the Puente Creek Channel. Access to the Project will be provided via the two (2) existing driveways on Amar Road and a proposed driveway on Echelon Avenue. According to *Figure 5: Roadway Classification Plan* of the General Plan, Amar Road is classified as a Major Highway and Echelon Avenue is classified as a Collector Street. The Project site is surrounded by industrial, and storage uses to the west and south. East of Echelon Avenue lies within unincorporated Los Angeles County and consists of single-family residences. North of Amar Road is a mix of commercial businesses and residences and lies within the jurisdictional boundary of unincorporated Los Angeles County in the community of Valinda.

Performance Standards



Beginning July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact. VMT Assessments for the Project were prepared on April 5, 2023, by CNC Engineering (Appendix K).

Senate Bill (SB) 743

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3, Determining the Significance of Transportation Impacts, states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

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

Discussion of Impacts

Would the project:

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

Less than Significant: Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Currently, the subject property is built-out with ten (10) industrial and commercial buildings totaling 164,259 square feet that were formerly utilized for light industrial and general commercial uses. The proposed Project would replace the existing use with one (1) new industrial warehouse building totaling 205,460 square feet. Direct access to the Project site is provided via one (1) 44-foot-wide driveway and one (1) 42-foot-wide driveway off Amar Rd, and one (1) 35-foot-wide driveway off Echelon Avenue. Access to the Project accommodates truck and passenger vehicles entering and exiting the site.

Construction Related Impacts

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 would occur on-site within the existing boundaries. All staging of construction vehicles will occur on site. 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. The Project will abandon the easements, right-of-way, and sidewalk ingress to Kaplan Avenue. Implementation of the traffic control plan would ensure that existing conditions are not adversely affected or substantially degraded by Project construction. Therefore, construction effects would have a less than significant impact.

Operation Related Impacts

Senate Bill (SB) 743 Consistency

The VMT Analysis for the Project was prepared by CNC Engineering using the SGVCOG online VMT evaluation tool. The City has adopted VMT thresholds and VMT screening thresholds. One of the criteria for a project to be screened out from further VMT analysis is if the project is in a Transit Priority zone located within one half mile of a major transit station. Since the Project is located in a TPA, the Project is screened out and no further VMT analysis is required (Appendix K). Therefore, the Project would have a less than significant impact and would not conflict with SB 743.

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 Spaces	Required Parking Spaces
		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.	104
Total Spaces Required		255
Additional spaces provided		0
TOTAL		255
<i>Trailer Parking Stalls Provided (10 feet by 53 feet)</i>		<i>34</i>

As illustrated above, the total building area of 205,460 square feet would require 255 parking stalls. The Project includes 203 standard parking stalls and fifty-two (52) compact stalls. Additionally, the Project will include fourteen (14) bicycle racks and thirty-four (34) trailer parking stalls. Thus, the proposed parking for the industrial building complies with the City’s Municipal Code. Therefore, impacts related to parking requirements would be less than significant.

Transit and Pedestrian Facilities

The Project is located in an urban, built-up environment and the nearest transit stops to the Project site are located at the Amar Road and Echelon Avenue intersection. The Project would not impede access to these transit stops or surrounding stops. The Project will include sidewalk along the Project frontage on Amar Road and Echelon Avenue, which is consistent with the existing sidewalk at the Project site. Therefore, impacts related to transit and pedestrian facilities would be less than significant.

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

No Impact: CEQA Guidelines Section 15064.3 subdivision (b) concerning Vehicle Miles Traveled (VMT) and whether the land use project will generate vehicle miles traveled in excess of an applicable threshold of significance. On June 25, 2020, the City adopted a resolution approving the VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA and notice of exemption regarding the same (City of Industry, 2020). As described above in section “a,” the Project parcels are located in a TPA and 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 Project is located in the southwest corner of Amar Road and Echelon Avenue. The streets and intersections surrounding the Project are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating industrial and commercial activities at the Project site. Direct access to the site will be provided by two (2) existing driveways on Amar Road and one (1) proposed driveway on Echelon Avenue. 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 would be compatible with the design and operation of the street network and would not result in any major modifications to the existing circulation features. Vehicular access to the proposed Project will be provided via one (1) 44-foot-wide driveway and one (1) 42-foot-wide driveway off Amar Road, and one (1) 35-foot-wide driveway off Echelon Ave. Access features are subject to and must satisfy City design requirements and would be subject to approval by the City. Additionally, the Los Angeles County Fire Department and Los Angeles Sanitation District will be consulted to ensure the necessary fire prevention and emergency response features are built into the project. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- Los Angeles County GIS-NET
- California Public Resources Code Section 5020.1(k)

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

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



The City received a request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation was conducted on March 14, 2023. The Gabrieleño Band of Mission Indians – Kizh Nation provided mitigation measures on March 16, 2023. The mitigation measures are incorporated in Section V. Cultural Resources and Section XVIII. Tribal Cultural Resources of this Initial Study/Mitigated Negative Declaration (IS/MND).

Discussion of Impacts

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

Less than Significant Impact: The Project site is currently built out with ten (10) industrial buildings totaling 164,259 square feet that were formerly utilized for industrial and commercial uses. The proposed Project would replace the existing use with one (1) new industrial building totaling 205,460 square feet. No Tribal Cultural Resources (TCRs) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), have been identified or associated with the Project site.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians by the Lead Agency, the City on January 5, 2023. A request for consultation was received from the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) during the 30-day comment period. The Tribe provided historical documentation that showed the Project site had been located within the vicinity of a sacred community, adjacent to sacred water courses, and major traditional trade routes. However, the Project site is not listed or eligible for listing in the California Register of Historical Resources as it is a fully developed site and does not meet the criteria for listing of historical resources in the California Register, or in a local register of historical resources. The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, Project impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated: The Project does not contain any known resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. 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. No historic resources on the Project site are listed in the City of Industry, Resource



Management Element within the General Plan. The Project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) as it is a fully developed site and does not meet the criteria for listing. Additionally, the property has been built out and developed as a pump manufacturing, assembly, and maintenance facility.

Formal notification of the Project pursuant to AB 52 was provided to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Tribe, and Soboba Band of Luiseno Indians by the Lead Agency, the City on January 5, 2023. A request for consultation was received from the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) during the 30-day comment period. The Tribe provided historical documentation that showed a sacred Community, sacred water courses, and major traditional trade routes within the general vicinity of the Project site. Therefore, it is possible that TCRs exist at depth given the prehistoric occupation of the region. TCRs may still be uncovered during grading activities. Consequently, the Tribe provided Mitigation Measures **TCR-1**, **TCR-2**, and **TCR-3**, as set forth below, that will be incorporated during Project construction.

Although, it is not anticipated that unknown TCRs exist on-site, Mitigation Measures **TCR-1**, **TCR-2**, and **TCR-3** are identified to ensure that a Native American Monitor is on-site prior to any “ground-disturbing activity.” In the event that unanticipated resources are encountered, 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. Additionally, if Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. Therefore, project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation:

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.



- 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 grounddisturbing 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 Resource Objects (Non-Funery/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 Funery 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.



	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 (Ord. 385 § 10, 1975)
- Los Angeles County Sanitation Districts (LACSD), Wastewater (Sewage) Facilities
- 2020 Urban Water Management Plan Suburban Water Systems (UWMP). June 2021.
- 2022 California Gas Report. California Gas and Electric Utilities. 2022
- Estimated Solid Waste Generation Rates. California Department of Resources Recycling and Recovery (CalRecycle). 2019a.
- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.

Findings of Fact: The Project site is currently built-out with ten (10) industrial buildings totaling 164,259 square feet that were formerly utilized for industrial and commercial uses. The proposed Project would replace the existing use with one (1) new industrial building totaling 205,460 square feet. The Project consists of minor infrastructure improvements such as a



10'-wide sewer easement and 10'-wide public water easement off Echelon Avenue, and replacement of on-site sewer service, domestic water service, fire sprinkler service, and electrical service from existing public utilities on Amar Road and Echelon Avenue.

Domestic Water

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

Wastewater Treatment

The Los Angeles County Sanitation District (LACSD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit. The LACSD provides wastewater treatment for much of Los Angeles County including the Project site. Wastewater from the Project site is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County, near the western boundary of the City of Industry. The SJCWRP serves a population of approximately 1,000,000 people. SJCWRP treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites (LACSD Wastewater).

Solid Waste

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

Electric Power

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



Natural Gas

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

Discussion of Impacts

Would the project:

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

Less than Significant Impact:

Water Demand Impacts

The Project site is currently developed with ten (10) buildings totaling 164,259 square feet that were formerly utilized for industrial uses and a commercial strip mall. The proposed Project would replace the existing use with one (1) new industrial warehouse building totaling 205,460 square feet. The existing Kaplan Water Main will be vacated as Kaplan Avenue will be abandoned. Water to the Project site will be provided via the existing Amar Road Water Main which and Echelon Avenue Water Main which will be relocated and re-connected. Water demands from the proposed Project will be similar to other industrial land uses, including the former use on the Project site. Therefore, Project water demands will not result in the relocation or construction of new or expanded water facilities, a less than significant impact would occur.

Wastewater Treatment Impacts

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

Electric Power Impacts

Southern California Edison (SCE) provides electricity to the site. The site was previously developed with industrial uses and a commercial strip mall. Project power uses are anticipated to include indoor lighting, office appliances, perimeter lighting, and security systems. All electrical uses associated with the Project would connect to the existing electric power system. Further, all utility connections to the proposed Project would be



required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant.

Natural Gas Impacts

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

Telecommunication Facilities Impacts

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

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

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

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

		2025	2030	2035	2040	2045
First Year	Supply Totals	55,449	55,449	55,449	55,449	55,449
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	11,387	11,003	10,616	10,226	9,831
Second Year	Supply Totals	54,890	54,890	54,890	54,890	54,890
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	10,828	10,444	10,057	9,666	9,272
Third Year	Supply Totals	52,513	52,513	52,513	52,513	52,513
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	8,451	8,068	7,681	7,290	6,895
Fourth Year	Supply Totals	47,493	47,493	47,493	47,493	47,493
	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	3,431	3,048	2,661	2,270	1,875
Fifth Year	Supply Totals	56,766	56,766	56,766	56,766	56,766



	Demand Totals	44,062	44,445	44,832	45,223	45,618
	Difference	12,705	12,321	11,934	11,543	11,149

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

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

Less than Significant Impact: The Los Angeles County Sanitation Districts (LACSD) provides wastewater treatment services to the Project site. Wastewater generated on the Project site would be transported to the San Jose Creek Water Reclamation Plan (SJCWRP) located in unincorporated Los Angeles County. SJCWRP has a design capacity of 100 million gallons of wastewater per day (MGD). SJCWRP serves a population of approximately 1,000,000, and approximately 48 MGD of the reclaimed water is reused at over 170 different reuse sites. The Project would pay applicable sewer connection and service fees, providing funds available for the LACSD wastewater system expansion and maintenance, acting to offset the Project’s incremental demands for wastewater collection and treatment services. Upon approval of a general plan amendment and zoning code amendment by the City, 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 to the wastewater treatment provider, even when considering existing and cumulative demand. Impacts are expected to be less than significant.

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

Less than Significant Impact: Locally generated solid waste is deposited in three (3) LACSD solid waste facilities are located in the City: the Puente Hills Landfill, the Puente Hills Material Recovery Facility (MRF), and the Puente Hills Intermodal Facility (PHIMF). The proposed Project would minutely increase the volume of solid waste generated in the City. Solid waste is collected in the City through a franchise agreement (Ord. 686 § 1 (part) 2002). Valley Vista Services is the City’s contracted franchise hauler to support commercial and industrial businesses with meeting the State’s recycling requirements. The Project would comply with the Integrated Waste Management Ordinance (Section 8.20) adopted by the City. The Applicant is proposing to construct one (1) new industrial warehouse building totaling 205,460 square feet. Industrial waste, defined in Section 17225.35 of Title 14 of the California Code of Regulations, is not subject to the requirements of the AB 341 regulation (CalRecycle, 2019b). Based on the CalRecycle Industrial Section Generation Rates chart, the Project would generate approximately 6,617 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	193,460	0.0625 pounds	12,091 (lbs/day)
Office	12,000	0.006 pounds	72 (lbs/day)

Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)

The Project would consist of one (1) industrial warehouse building which will include 193,460 square feet for warehouse and distribution space with the remaining 12,000 square feet for office space. Commercial solid waste generated at an industrial facility or site, for example paper, plastic, metals, cardboard, etc., could be subject to the requirements of the regulation provided the facility/site generates four or more cubic yards of commercial solid waste per week. The Project would participate in the City’s commercial recycling and waste reduction program to comply with AB 939, AB 341 and AB 1826.

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

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

Less than Significant Impact: The Project would be implemented and operated in compliance with applicable City General Plan Goals and Policies, and would comport 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 all 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.



	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 Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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)
- Industry Municipal Code (Ord. 385 § 10, 1975)
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map
- Low Impact Development Plan (LID Plan) Hines Industry Hills, 15940-16016 Amar Rd. and 15940-16040 Kaplan Avenue. Ware Malcomb, date prepared September 9, 2022, date revised November 16, 2022. (Appendix H).

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



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

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

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in a SRA, and Very High Fire Hazard Severity Zone (VHFHSZ) in a LRA. The Project site is not located in a SRA or classified as a VHFHSZ, as identified in the CAL FIRE FHSZ Map. The nearest FHSZ is a VHFHSZ located approximately 3.3 miles west of the Project site, south of SR-60.

Discussion of Impacts

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

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

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

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

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



are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season (Appendix A).

No wildlands exist within the immediate vicinity of the site. Development of the proposed Project would not result in the exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds, and impacts would be less than significant.

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

Less than Significant Impact: The proposed Project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Road improvements, water sources, and utilities already exist on the site, and the Project will be constructed entirely on the previously developed site. The Project consists of minor infrastructure improvements such as a fire water connection to Amar Road, installing six (6) new fire hydrants along the Project frontage, water service, fire sprinkler service, and electrical service from existing public utilities on Amar Road and Echelon Avenue. The proposed Project will comply with federal, state, and local regulations relating to safety, and Project impacts would be less than significant.

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

Less than Significant Impact: The topography of the Project site is relatively flat with soils that are not susceptible to landslides. The Project site is already developed with existing industrial and commercial structures and the proposed building replacement and ancillary improvements would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Implementation of the proposed Project would increase the infiltration capacity of pervious areas compared to the pre-project conditions. The proposed development includes a bio-filtration basin, underground infiltration chambers, and increases the pervious area of the site, and therefore would not increase the amount of Project runoff. Project implementation will not alter the existing drainage patterns because the proposed drainage pattern for the site has been structured to match existing drainage patterns (Appendix H). Therefore, Project impacts would be less than significant.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California History or prehistory?	<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 residential 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 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-: 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 (typically January through July for raptors and February through August for other avian species), 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 CFGC, the nesting bird survey shall occur no earlier than 15 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 start of construction	Less than Significant



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	CUL-1 Inadvertent Archaeological Discovery: If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appear to be evidence of cultural or archaeological resource are discovered, the Property owner shall immediately advise the City of such, and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.	Applicant and City of Industry	If archaeological/cultural resources objects are encountered during ground-disturbing activities	Less than Significant
Geology and Soils				
VII. Geology and Soils	GEO-1 Grading and Construction: The Project shall incorporate applicable recommendations provided in the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc. dated June 8, 2022 (Appendix F). The recommendations are presented in Section 6.0 Geotechnical Design Recommendations and Section 7.0 Construction Considerations of the report under the following subheadings: seismic design	Applicant and City of Industry– approved geotechnical engineer	Prior to start of construction	Less than Significant



Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	parameters, expansive soil, building foundations, spread footings or continuous footings, lateral resistance, floor slab, flatwork, corrosion considerations, pavement recommendations, utilities, site drainage, site preparation, and engineered fill and compaction criteria (pages 6-13).			
VII. Geology and Soils	GEO-2 Inadvertent Paleontological Discovery: In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	Applicant and City of Industry	If paleontological resources are encountered during ground-disturbing activities	Less than Significant
Hazards and Hazardous Materials				
IX. Hazards & Hazardous Materials	HAZ-1 The Project shall incorporate the recommendations provided in the Environmentally Regulated Materials Survey Report prepared by Citadel EHS, dated November 17, 2022 (Appendix E). The recommendations are presented in Section 4.0 Conclusions and Recommendations under the following sub-headings: Asbestos and Lead-Containing Materials (pages 12-15).	Applicant and City of Industry	During construction	Less than Significant



Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	<p>TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</p> <p>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). “Grounddisturbing 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-</p>	Applicant and City of Industry	Prior to issuance of a grading permit, during ground disturbing activities, and upon discovery of any tribal cultural resources (TCRs)	Less than Significant



Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<p>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.</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 Resource Objects (Non-Funery/Non-Ceremonial)</p> <p>A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of</p>	Applicant and City of Industry	If human remains or non-funery/non-ceremonial objects are encountered	Less than Significant



Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<p>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>		<p>during ground-disturbing activities</p>	
<p>XVIII. Tribal Cultural Resources</p>	<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>Applicant and City of Industry</p>	<p>If human remains or funerary or ceremonial objects are encountered during ground-disturbing activities</p>	<p>Less than Significant</p>



Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	<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>			



CHAPTER FIVE– REFERENCES AND PREPARERS

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5.2 List of Preparers

City of Industry

Dina Lomeli, Contract Senior Planner

CASC Engineering and Consulting, Inc.

Frank Coyle, Director of Planning

Sabrina Snowball, Associate Planner

Danielle Ornelas, Associate Planner

Ben Hamada, GIS Specialist



APPENDIX A
Amar and Kaplan Avenue Air Quality and Greenhouse
Gas Assessment



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

APPENDIX B
Amar Road and Kaplan Avenue Mobile Source Health
Risk Assessment



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

APPENDIX C
Phase I Environmental Site Assessment Industry Hills
Business Center 15940-16056 Amar Road and 15940-
16063 Kaplan Avenue



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

APPENDIX D
Addendum to Phase I Environmental Site Assessment
16008 Amar Road



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

APPENDIX E
Environmentally Regulated Materials Survey Limited
Due Diligence Asbestos and Lead Survey 16008 Amar
Road



City of Industry
Amar Industry Hills Development
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November 30, 2023

APPENDIX F
Geotechnical Investigation Report for Industrial
Development Site 16008 Amar Road



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APPENDIX G
Update to Geotechnical Engineering Report Amar
Road Industrial Report



City of Industry
Amar Industry Hills Development
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APPENDIX H
Low Impact Development Plan (LID Plan) Hines
Industry Hills



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APPENDIX I
Hydrology and Hydraulics Study for 15940-16016
Amar Road and 15940-16040 Kaplan Avenue



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APPENDIX J
Preliminary Assessment of Environmental Noise Amar
Road Development



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

APPENDIX K
**Vehicle Miles of Travel (VMT) Assessment for 15940-
16016 Amar Road and 15940, 15941, 16000, 16023,
and 16040 Kaplan Avenue**



City of Industry
Amar Industry Hills Development
Initial Study/Mitigated Negative Declaration
November 30, 2023

Exhibit K

RESPONSE TO COMMENTS RECEIVED ON INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION

[Attached]

Comment Letter: Blum, Collins & Ho LLP from CASC

Comment 1 (Introduction): The commenter requests that Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Response: The commenter and Golden State Environmental Justice Alliance have been added to the Project notification list for this Project.

Comment 2 (1.0 Summary): The commenter provides a summary of the proposed project.

Response: As the commenter offers no comments regarding the MND, no response is needed.

Comment 3 (1.0 Summary): The commenter provides a summary of the existing General Plan land use designations of the site and discretionary actions required for the Project.

Response: As the commenter offers no comments regarding the MND, no response is needed.

Comment 4 (Project Description): The commenter states that the MND “does not include a floor plan, building elevations, or a conceptual grading plan” and “does not give any information regarding any necessary truck hauling trips due to soil import/export during the grading phase of construction.” The commenter states that an EIR should be prepared to include “wholly accurate and adequate detailed floor plan, grading plan, elevations, and project narrative for public review.”

Response: The commenter provides no substantial evidence of any significant impact. The commenter provides no substantial evidence that inclusion of a floor plan, conceptual grading plan or a detailed site plan would lead to different conclusions of environmental impact than what is concluded in the MND. The commenter states that the MND has excluded the proposed floor plan, conceptual grading plan, and a detailed site plan from public review, which does not comply with CEQA’s requirements for adequate informational documents and meaningful disclosure (CEQA §15121 and 21003(b)).

As stated in MND Chapter 2.0, Project Description (pages 8-11), the Project would be consistent with the City General Plan land use designation Employment. In addition, MND Chapter 2.0, Project Description also includes exhibits that contain the site plan and proposed elevations. Grading and earthwork volumes were calculated in the technical studies prepared for the Project, and therefore calculate any potential impacts associated with grading. As such, the MND discloses all information required. Revisions to the MND are not required. Preparation of an EIR is not required.

Comment 5 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter (Blum Collins & HO LLP) refers to the assessment prepared by SWAPE for the comments regarding Air Quality, Greenhouse Gas Emissions analyses provided in the MND.

Response: Responses to commentor (Blum Collins & HO LLP) statements are presented below. Responses to SWAPE technical commentary are identified as responses 5A through 5H below. As substantiated by the discussions presented in this Response to Comments, findings, and

conclusions of the MND are not affected. Revisions to the MND are not required. Preparation of an EIR is not required.

General Response: Air quality impact analysis (AQIA), greenhouse gas analysis (GHGA) and Health Risk Assessment (HRA) modeling efforts provided by the commentor are acknowledged. The Lead Agency considers the MND Air Quality and Greenhouse Gas Assessment (AQ/GHG Assessment, MND Appendix A), and MND Mobile Source Health Risk Assessment (HRA, MND Appendix B) modeling to accurately represent the extent and magnitude of the Project air quality impacts, GHG emissions impacts, and health risk impacts. Analysis provided by the commentor evidences a “difference of opinion” regarding how to undertake these analyses. In this regard, CEQA Guidelines Section 15151. Standards for Adequacy of an EIR [MND], provides the following:

“An EIR [MND] should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

Despite disagreement expressed by the commentor, the fact-based MND prepared for the Project including, but not limited to, supporting AQ/GHG Assessment, and HRA are considered adequate, complete, and represent a good faith effort at full disclosure of potential impacts. Any Project impacts are reduced to a less than significant level with the incorporation of mitigation measures. Findings and conclusions of the MND are not affected, thus, no revisions to the MND are required or proposed. Preparation of a Project EIR is not required.

Additionally, throughout the provided remarks (see examples provided below), the commentor almost appears to “reverse-engineer” assumptions in order to achieve pre-determined outcomes. In this sense, the commentor evaluates something other than the Project described and evaluated in the MND. The MND includes all physical and operational attributes as defined by the Applicant and under consideration by the City. These basic provisions are not subject to arbitrary modification such as that proposed by the commentor. While the commentor modeling, and conclusions based on that modeling may be valid for some unknown proposal, such modeling and conclusions do not reflect attributes of the Project described in the MND and the Project that is being considered by the Lead Agency.

Following are Master Responses to commentor statements regarding air quality modeling and air quality impacts, greenhouse gas (GHG) modeling and GHG impacts, and health risk modeling and health risk impacts. Numbering of responses correspond to bracketed comments, SWAPE correspondence dated February 13, 2024, Subject: Comments on the Amar Industry Hills Development Project (SCH No. 2024010902).

Response to Comment 5A: Commentor review of the IS/MND (MND) is acknowledged. Commentor air quality, GHG emissions, and health risk impact significance conclusions are acknowledged. The Lead Agency disagrees with these conclusions. As substantiated in the MND discussions and supporting technical analyses, any Project impacts are reduced to less than significant with the incorporation of mitigation measures. Consequently, there is no requirement to prepare an EIR for the Project. Findings and conclusions of the MND are not affected.

Response to Comment 5B: The commentor asserts that Project air quality modeling and related application of CalEEMod is somehow deficient. This is incorrect. All Project air quality modeling has been conducted in conformance with SCAQMD requirements and applicable CalEEMod protocols. SCAQMD (the CEQA Responsible Agency for air quality considerations) has been provided all air quality modeling input and outputs. SCAQMD has not found the MND application of CalEEMod to be deficient in any manner.

The commentor states that complete supporting air quality modeling has not been provided. This is inaccurate. Complete and accurate modeling of the Project air pollutant emissions is provided at Project AQ/GHG Assessment Attachments A – D. Modeling of Project air quality impacts reflects characteristics and attributes of this specific Project and its context. Any and all modeling inputs are consistent with applicable CalEEMod parameters and SCAQMD guidance and reflect extensive practical experience of the Project air quality expert. The intent of the Project air quality modeling is to establish a likely maximum impact scenario available to decision-makers for their consideration when evaluating the Project and its potential environmental impacts. This intent has been realized. The Project AQ/GHG Assessment and supporting modeling substantiate that the Project would not result in any significant air quality impacts. Findings and conclusions of the MND are not affected. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5C: The commentor reiterates previous inaccurate statements. The commentor offers alternative air quality modeling and significance findings predicated on the commentors modeling efforts. The commentor here adjusts VOC emissions modeling such that the Project would now result in significant VOC emissions impacts. These adjustments do not reflect specific attributes and characteristics of the Project under consideration and are contrary to relevant inputs that have been used based on practical and professional experience of the Project air quality expert. Further the commentor adjustments are not considered to be a good faith effort in establishing the Project's likely maximum VOC emissions impacts. The Lead Agency and Project air quality expert disagree with the commentor modeling and its consequent erroneous air quality impact significance conclusions. Modeling of Project VOC emissions impacts as presented in the MND substantiates that the Project would not result in any significant VOC impacts. Findings and conclusions of the MND are not affected. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5D: Commentor modeling of, and remarks regarding potential health risks impacts associated with warehouse uses are acknowledged. The MND and supporting technical analyses fully and accurately substantiate that the Project would not result in any significant health risk impacts. Findings and conclusions of the MND are not affected. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5E: Commentor modeling of, and remarks regarding diesel particulate matter (DPM) emissions health risk are acknowledged. The MND and supporting technical analyses fully and accurately substantiate that the Project would not result in any significant DPM emissions health risk impacts. Findings and conclusions of the MND are not affected. No revisions to the MND are required. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5F: Commentor modeling of, and remarks regarding GHG impacts are acknowledged. The commentor here adjusts GHG emissions modeling such that the Project would now result in significant GHG emissions impacts. These adjustments do not reflect specific attributes and characteristics of the Project under consideration and are contrary to relevant inputs

that have been used based on practical and professional experience of the Project air quality expert. Further the commentor adjustments are not considered to be a good faith effort in establishing the Project's likely maximum GHG emissions impacts. The Lead Agency and Project air quality expert disagree with the commentor modeling and its consequent erroneous GHG impact significance conclusions. Modeling of Project GHG impacts as presented in the MND substantiates that the Project would not result in any significant GHG impacts. Findings and conclusions of the MND are not affected. No revisions to the MND are required. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5G: The commentor lists various measures that could reduce air quality and greenhouse gas emissions impacts. These measures are acknowledged. Per CEQA Guidelines Section 15126.4 (a) (3) "Mitigation measures are not required for effects which are not found to be significant." As substantiated in the MND and supporting Air Quality and Greenhouse Gas Assessment (AQ/GHG Assessment, MND Appendix A), and MND Mobile Source Health Risk Assessment (HRA, MND Appendix B), all Project air quality impacts and greenhouse gas impacts would be less-than-significant. Accordingly, no mitigation for air quality impacts or greenhouse gas impacts is required. Findings and conclusions of the MND are not affected. No revisions to the MND are required. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Response to Comment 5H: Commentor disclaimer statements are acknowledged. No comments on the MND are provided. Findings and conclusions of the MND are not affected. No revisions to the MND are required. Preparation of an EIR for the Project is not required. Please refer also to introductory Master Responses.

Comment 6 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commentor states the MND does not include analysis for environmental justice issues. The commentor provides a summary of potential impacts of PM 2.5 and ozone as a result of heavy truck activity.

Response: Under state law: "Environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Gov. Code, § 65040.12, subd. (e)). Fairness in this context means that the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be borne by sensitive populations or communities that already are experiencing its adverse effects.

Environmental Justice (EJ) is not a CEQA-mandated consideration, and the City has not adopted thresholds for evaluating potential environmental EJ concerns. Further, as discussed within these Responses, and supported by substantial evidence presented in the MND, the Project would not result in any significant environmental impacts. The Project would therefore not disproportionately or adversely affect disadvantaged communities.

With specific regard to PM 2.5 and ozone concerns, the MND at pp. 34 – 37, and Appendix A substantiate that all Project construction-source and operational-source air pollutant emissions (regional and local) would remain at levels that would be less-than-significant. The MND at pp. 37 – 39 and Appendix B substantiate that all diesel particulate matter (DPM) emissions received at the nearest receptors would not exceed SCAQMD thresholds and would therefore not result in potentially significant health-risk impacts.

Additionally, there are local benefits that would be generated by the Project. Beyond the new jobs that would be created by the facility, the community would benefit from the increase in property taxes derived from redevelopment of the site. Redevelopment such as that proposed by the

Project also tends to generally minimize effects of new development by providing for efficient reuse of urban properties, taking advantage of proximate connection to existing utilities, talking access from existing roadways, and obtaining services within existing public service areas. Secondary economic benefits would also be generated from the purchase of goods and supplies from local vendors and from the increase in spending from the workforce within the local area. Based on the preceding, the Project would not result in detrimental effects to disadvantaged communities. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 7 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter states that the census tract ranks in the 86th percentile for drinking water, which indicates that it ranks with the worst quality drinking water in the state. Poor community areas are exposed to contaminants in their drinking water more often than people in other parts of the state.

Response: Commentor remarks regarding area drinking water quality are recognized. No comments regarding the MND are provided nor are any significant Project impacts discussed. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 8 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter states that the census tract also ranks in the 53rd percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations.

Response: Commentor remarks regarding area solid waste management facilities are recognized. No comments regarding the MND are provided nor are any significant Project impacts discussed. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 9 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter describes the Project areas demographic characteristics, education profiles, insurance, income levels, medical care, health care and linguistic characteristics.

Response: Commentor remarks regarding area demographic characteristics, education profiles, insurance, income levels, medical care, health concerns, and linguistics are recognized. No comments regarding the MND are provided. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 10 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter states that the Project would result in negative environmental, health, and quality of health impacts that would disproportionately affect disadvantaged communities.

Response: The commentor asserts without substantiation that the Project would result in “negative environmental, health, and quality of life impacts” disproportionately affecting disadvantaged communities. No significant Project impacts are discussed. As substantiated in the fact-based MND and appended technical studies, any Project impacts are reduced to less than significant with the incorporation of mitigation measures. The Project would therefore not result in any adverse impacts, or in any adverse impacts at disadvantaged communities. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 11 (II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions): The commenter describes that CalEEMod is not listed as an approved software and that the software is flawed.

Response: The commentor asserts that CalEEMod modeling of energy consumption is somehow flawed, stating that CalEEMod “under-reports the project’s significant energy impacts and fuel consumption to the public and decision makers.” The commentor provides no evidence in support of this speculative statement. As provided for at CEQA Guidelines 15384. (a) SUBSTANTIAL EVIDENCE: “Argument, speculation, unsubstantiated opinion or narrative . . . does not constitute substantial evidence.”

Additionally, CEQA does not mandate that certain tools or modeling protocols be employed in environmental analysis. CEQA requires only that analyses be sufficient to provide decision-makers with information which enables them to make which intelligently takes account of environmental consequences (CEQA Guidelines 15151. STANDARDS OF SIGNIFICANCE). The Project MND provides such sufficient information. With specific regard to use of CalEEMod for the purposes of modeling energy consumption, the Lead Agency has historically and successfully employed CalEEMod for this purpose. Further, the South Coast Air Quality Management District (SCAQMD), the Responsible Agency for air quality considerations, sanctions use of CalEEMod to provide a “uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects.”¹ Through the use of CalEEMod, SCAQMD integrates air quality and energy impact analyses. To ensure consistency of and accuracy of analyses in support of SCAQMD policies, the Lead Agency has determined that CalEEMod is appropriate for CEQA modeling of both air quality impacts and energy consumption. Note further, the energy modeling protocols cited by the commentor (CBECC-Com, EnergyPro, and IES VE) provide modeling of building energy consumption only. In contrast, CalEEMod comprehensively and cohesively provides building energy consumption estimates, and as well establishes the basis for estimation of construction activity/construction equipment energy consumption, and mobile-source (vehicular) energy consumption. This latter category (vehicular energy consumption) comprises the majority Project energy demand. If anything, the energy modeling protocols offered by the commentor (which do not consider energy consumption attributable to construction activities or mobile sources) would vastly underestimate the Project’s energy demands and Project’s energy consumption. The MND energy analysis takes no “credit” for energy consumption by existing uses. The MND analysis fully and accurately substantiates that all Project energy impacts would be less-than-significant. Findings and conclusions of the MND are not affected. Preparation of an EIR for the Project is not required.

Comment 12 (IX. Hazards and Hazardous Materials): The commenter states that the MND does not provide adequate justification to demonstrate that the proposed Project is consistent with the Los Angeles County Airport Land Use Plan (ALUP) as it is located approximately 1.45 miles southwest of the Sheriff’s heliport. The commenter states that the required discretionary approvals of a GPA and ZC further demonstrate that the Project is not consistent with ALUP.

Response: The commenter provides no substantial evidence of any significant impact. As stated in the MND (pages 71-72), “[t]hrough the Sheriff’s Heliport in the City does not have a specific land use compatibility plan, it is subject to the general policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The ALUP identifies <70 dBA CNEL as “Satisfactory” for industrial uses. The Project site is located in the Industrial (M) zone which has a 70 dBA CNEL noise contour threshold according to the General Plan. Furthermore, the proposed Project would be utilized as

¹ SCAQMD. (2024). Air quality modeling for CEQA. Retrieved from <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling>

an industrial warehouse. Thus, the Project is consistent with the ALUP. Implementation of the Project is similar in building height to the existing industrial buildings in the surrounding area and will not require the use of cranes of sufficient height to pose a hazard to aviation.” The commenter provides no evidence of any significant impact as it relates to hazards or inconsistencies with the ALUP. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts.

Comment 13 (IX. Hazards and Hazardous Materials): The commenter states that the Project is required to go through ALUC review prior to the MND being published for public review. The commenter concludes an EIR is required that includes review and comment on the proposed Project from ALUC.

Response: The commenter provides no substantial evidence of any significant impact. The Project is not subject to ALUC review as it is not located within an ALUC Planning Area. The commenter provides no evidence of any significant impact as it relates to hazards. As substantiated in the fact-based MND and appended technical studies, the Project would not result in any adverse impacts. Revisions to the MND are not required. Preparation of an EIR is not required.

Comment 14 (XI. Land Use and Planning): The commenter states that the MND does not provide a consistent analysis with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The commenter states that the proposed GPA/ZC would reduce commercial land in the City and the availability of commercial uses and increase VMT.

Response: The commenter provides no substantial evidence of any significant impact. CEQA does not require that an MND include a consistent analysis with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. CEQA Guidelines Section 15071 states that a Negative Declaration shall include a brief description of the project, the location of the project, a finding that the project will not have a significant effect on the environment, an attached copy of the Initial Study documenting reasons to support the finding and mitigation measures included in the project to avoid potentially significant effects. As stated on page 79 of the MND, “the Project would be consistent with the vision of the General Plan, as industrial districts are a key component of the City’s goal for creating and maintaining an ideal setting for distribution and industrial facilities.” The commenter does not provide any substantial evidence that the proposed Project would increase VMT. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts.

Comment 15 (XI. Land Use and Planning): The commenter states that due to error in modeling, modeling without supporting evidence, and the required GPA/ZC, the project has significant potential to conflict with various policies identified in the City’s General Plan and an EIR is required.

Response: The commenter provides no substantial evidence of any significant impact. Refer to response to Comment 14 above. As substantiated in the fact-based MND, and appended technical studies, the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 16 (XI. Land Use and Planning): The commenter states that the MND does not provide any information or analysis regarding the buildout conditions of the County’s General Plan in relation to the Project’s proposed GPA/ZC. The commenter states an EIR must be prepared to include a finding of significance.

Response: The commenter provides no substantial evidence of any significant impact. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 17 (XI. Land Use and Planning): The commenter states that the MND does not include a consistent analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. The commenter states that due to errors in modeling and modeling without supportive evidence, the proposed Project has the potential to be inconsistent with Goal 5, Goal 6 and Goal 7 and concludes an EIR is required due to inconsistencies with SCAG RTP/SCS.

Response: The commenter provides no substantial evidence of any significant impact. A SCAG consistency analysis is provided on pages 61-62 of the MND. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 18 (XIV. Population and Housing): The commenter states that "the MND utilizes uncertain language to describe employment generation and does not provide any calculations of operational or construction employees" and that it is unknown whether the existing workforce in the area are "interested or qualified to work in the industrial sector."

Response: The commenter provides no substantial evidence of any significant impact. It would be speculative to include specific information as it relates to the construction companies and the specific employees that would construct and operate the proposed Project at this time. The MND makes a good faith effort at describing the likely workforce that would construct and operate the proposed Project. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected.

Comment 19 (XIV. Population and Housing): The commenter states "the MND utilizes uncertain and misleading language that does not provide any meaningful analysis or calculation of the project's population and employment (construction and operational) generation" and that an EIR must be prepared.

Response: The commenter provides no substantial evidence of any significant impact. Refer to Response to Comment 18 above. As substantiated in the fact-based MND, and appended technical studies, the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 20 (XIV. Population and Housing): The commenter states that "the City will add 0 jobs between 2016-2045" and the proposed Project exceeds the City's growth projections. The commenter states that an EIR is required to include this analysis and to provide more information on the demographic and geographic location of workers.

Response: The commenter provides no substantial evidence of any significant impact. Refer to Response to Comment 18 above. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 21 (XIV. Population and Housing): The commenter states the MND does not provide qualified analysis as it relates to the future workforce associated with the proposed Project and that the Project will exceed the City's General Plan buildout scenario.

Response: The commenter provides no substantial evidence of any significant impact. Refer to Response to Comment 18 above. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected.

Comment 22 (XVII. Transportation/Traffic): The commenter states that the Project was screened out from a Project-specific VMT analysis to “artificially appease the City’s Transportation Study Guidelines.” The commenter describes requirements for the City’s TPA screening method.

Response: No comments regarding the MND are provided. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected.

Comment 23 (XVII. Transportation/Traffic): The commenter describes how to identify a project that is in a TPA.

Response: No comments regarding the MND are provided. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected.

Comment 24 (XVII. Transportation/Traffic): The commenter states the Project has a FAR of 0.5 and is inconsistent with the SCS. The commenter states that reducing commercial land will decrease the quantity of locally available services and increase VMT. The commenter states that the MND does not provide any evidence that “high quality” transit exists within 0.5 miles of the Project site.

Response: The commenter provides no substantial evidence of any significant impact. The commenter is correct in that the Project will reduce commercial land in the City, however, the Project is consistent with the vision of the General Plan, as industrial districts are a key component of the City’s goal for creating and maintaining an ideal setting for distribution and industrial facilities. Additionally, existing commercial uses are located within the vicinity of the proposed Project, and implementation of the Project would not result in any significant impact as it relates to the quantity of commercial services in Project vicinity. A VMT Assessment was prepared for the Project and concluded that the project will screen out using the TPA criteria as the project is in a TPA zone and using the Low VMT Area screening criteria as the Project will generate less than the City of Industry average VMT using the Total VMT per Service Population metric. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected.

Comments 25-26 (XVII. Transportation/Traffic): The commenter states that the City Guidelines provide requirements for VMT Area Screening Method for residential and office projects.

Response: No comments regarding the MND are provided. No changes or additions to the MND analysis are required.

Comments 27 (XVII. Transportation/Traffic): The commenter states that the Project site is located in a unique TAZ and the Project was improperly screened out of a project-specific VMT analysis. The commenter states the VMT screening analysis does not represent VMT impacts of the Project and an EIR is required.

Response: The commentor provides no evidence in support of the speculative statement that the Project was improperly screened out of a project-specific VMT analysis. As substantiated in the fact-based MND and appended technical studies, the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. The preparation of an EIR is not required.

Comment 28 (XVII. Transportation/Traffic): The commenter states the MND has underreported the quantity of VMT generated by the proposed Project and is inconsistent with SB 743. The commenter states an EIR must be prepared that “includes all truck/trailer and delivery van activity.”

Response: The commenter provides no substantial evidence of any significant impact. Refer to Comment 27 Response. The MND analysis is based on a VMT Assessment that was prepared for the Project and concluded that the Project will screen out using the TPA criteria as the project is in a TPA zone and using the Low VMT Area screening criteria as the Project will generate less than the City of Industry average VMT using the Total VMT per Service Population metric. Additionally, a Greenhouse Gas Assessment was prepared for the Project and concluded the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. The preparation of an EIR is not required.

Comment 29 (XVII. Transportation/Traffic): The commenter states that the MND does not adequately analyze geometric design or emergency access as it relates to Project hazards. The commenter states that the MND conflicts with “CEQA’s requirements for adequate information documents and meaningful disclosure” and that the MND is “deferring” environmental analysis. The commenter states that “an EIR must be prepared to include City/Los Angeles County Fire Department/Los Angeles Sanitation District determination/review of the project and Site Plan.”

Response: The commenter provides no evidence that the Project would result in any significant impacts as it relates to emergency access or hazards. Page 72 of the MND states “[t]he Project does not involve construction or operational characteristics which would interfere or impact emergency response or evacuation of the Project site or immediate surrounding area. Egress and ingress to the Project site will be maintained and circulation on-site is provided to comply with County and City requirements.” Page 102 of the MND states “[t]he streets and intersections surrounding the Project are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating industrial and commercial activities at the Project site. Direct access to the site will be provided by two (2) existing driveways on Amar Road and one (1) proposed driveway on Echelon Avenue. 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’s Site Plan is approved by the City’s discretionary review process and thus is consistent with the City’s policies and the Los Angeles County Fire Department’s requirements. Requirements of a Site Plan to adhere to the City’s review process is not deferment and discloses the review process requirements that would ensure the Project is consistent with City access and circulation requirements. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required.

Comment 30 (Conclusion): The commenter states that “the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review.” The commenter requests that Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Response: The commenter provides no substantial evidence of any significant impact. As substantiated in the fact-based MND and appended technical studies the Project would not result in any adverse impacts. No changes or additions to the MND analysis are required. Results and conclusion of the MND are not affected. Preparation of an EIR is not required. The commenter

and Golden State Environmental Justice Alliance have been added to the project notification list for this project.

BLUM, COLLINS & HO LLP
ATTORNEYS AT LAW
AON CENTER
707 WILSHIRE BOULEVARD
SUITE 4880
LOS ANGELES, CALIFORNIA 90017 (213) 572-
0400

February 14, 2024

Dina Lomeli, Contract Senior Planner
City of Industry Planning Department
15625 Mayor Dave Way, Suite 100
City of Industry, CA 91744

VIA EMAIL TO:
dlomeli@cityofindustry.org

***SUBJECT: COMMENTS ON NOTICE OF AVAILABILITY AND INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION AND PUBLIC HEARING NOTICE REGARDING:
DEVELOPMENT PLAN 22-07, GENERAL PLAN AMENDMENT (SCH NO. 2024010902)***

Dear Ms. Lomeli,

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed Amar Industry Hills Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

1.0 Summary

The proposed Project involves the demolition of ten existing buildings totaling 164,259 square feet and the construction of one (1) new industrial warehouse building totaling 205,460 square feet on an approximately 10.09 acre site. The proposed building includes 193,460 square feet for warehouse space and 6,000 square feet for office space on the first floor, and 6,000 square feet of office space on the second floor. The building proposes 24 truck/trailer loading dock doors and the site includes 255 passenger car parking spaces and 34 truck/trailer parking spaces. The Proposed Project is planned to operate 24 hours a day, seven days a week.

The existing General Plan land use designations on the site are Commercial and Employment, and the zoning designations are Industrial (M) and Commercial (C). The following discretionary actions are required to accommodate the proposed project:

1. General Plan Amendment (“GPA”) to change the General Plan land use designation from Commercial to Employment for a portion of the project site (Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012).
2. Zone Change (“ZC”) to change the zone classification from Commercial (C) to Industrial (M) for a portion of the project site (Assessor’s Parcel Numbers 8250-001-011 and 8250-001-012).
3. Tentative Parcel Map No. 356, which involves merging the seven (7) existing parcels into a single 10.09-acre parcel and will result in the abandonment of the right-of-way and easements for Kaplan Avenue.
4. Development Plan (“DP”) for the proposed construction of a 205,460 square-foot tilt-up concrete industrial building and associated improvements.

Project Description

The MND does not include a floor plan, building elevations, or a conceptual grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations. Providing the grading plan and earthwork quantity notes is vital as the MND does not give any information regarding any necessary truck hauling trips due to soil import/export during the grading phase of construction. An EIR must be prepared to include wholly accurate and adequate detailed floor plan, grading plan, elevations, and project narrative for public review.

II. Air Quality, VI. Energy, and VIII. Greenhouse Gas Emissions

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The MND does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. According to CalEnviroScreen 4.0¹, CalEPA’s screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project’s census tract (6037407802) is highly burdened by pollution and ranks in the 80th percentile for overall pollution burden. The surrounding community, including sensitive receptors such as residences to the north, east, and Workman High School to the south, bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 72nd percentile for ozone burden, the 83rd percentile for

¹ CalEnviroScreen

https://experience.arcgis.com/experience/11d2f52282a54ceebeac7428e6184203/page/CalEnviroScreen-4_0/

particulate matter (PM) 2.5 burden, and the 60th percentile for heavy traffic impacts, all of which are attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure².

The census tract ranks in the 86th percentile for drinking water, which indicates that it ranks with the worst quality drinking water in the state. Poor communities areas are exposed to contaminants in their drinking water more often than people in other parts of the state³.

The census tract also ranks in the 53rd percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations⁴.

Further, the project's census tract is a diverse community including 77% Hispanic and 16% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 84% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community has a high rate of poverty, meaning 41% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care⁵. Poor communities are often located in areas with high levels of pollution⁶. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution⁷. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 70th percentile for incidence of cardiovascular disease and 72nd percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 79% of the census tract speaks little to no English and faces further inequities as a result.

Additionally, the project census tract (6037407802) and census tracts adjacent to the project site (6037407900 (north), 6037407801 (east), and 6037407601 (west)) are identified as SB 535 Disadvantaged Communities⁸. This indicates that cumulative negative impacts of development and environmental impacts in the area are disproportionately impacting these communities. The

² OEHHA Ozone <https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone>

³ OEHHA Drinking Water <https://oehha.ca.gov/calenviroscreen/drinking-water>

⁴ OEHHA Solid Waste Facilities <https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities>

⁵ OEHHA Poverty <https://oehha.ca.gov/calenviroscreen/indicator/poverty>

⁶ Ibid.

⁷ Ibid.

⁸ OEHHA SB 535 Census Tracts <https://oehha.ca.gov/calenviroscreen/sb535>

MND does not discuss that the surrounding area is a disadvantaged community and does not utilize this information in its analysis. The MND has not considered the environmental impacts in relation to the SB 535 status of the project census tract and surrounding area. The negative environmental, health, and quality of life impacts of the warehousing and logistics industry in the area have become distinctly inequitable. The severity of environmental impacts particularly on these Disadvantaged Communities must be included for analysis as part of an EIR.

The State of California lists three approved compliance modeling softwares⁹ for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the MND did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. An EIR with modeling using one of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the MND utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software.

IX. Hazards and Hazardous Materials

The MND identifies that “the closest heliport is the LA County Sheriff's Department Heliport located approximately 1.45 miles southwest.” The proposed project site is subject to the policies and criteria of the Los Angeles County Airport Land Use Plan (ALUP). The MND states that, “the proposed Project would be utilized as an industrial warehouse. Thus, the Project is consistent with the ALUP.” Development of an industrial warehouse is not adequate justification to demonstrate that the project is consistent with the ALUP. Notably, the project requires a GPA and ZC to proceed, which indicates that the project is not consistent with or contemplated within the existing ALUP.

The California Airport Land Use Planning Handbook¹⁰ states that Airport Land Use Commission review is required “Prior to the amendment of a general plan or specific plan, or the adoption of a zoning ordinance or building regulation within the ALUCP planning boundary, the ALUC shall

⁹ California Energy Commission 2022 Energy Code Compliance Software
<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1>

¹⁰ California Airport Land Use Planning Handbook <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>

review the plan, ordinance, or regulation for consistency with the ALUCP (PUC Section 21676(b)).” Given that the proposed project includes a General Plan Amendment and Zone Change and the site is subject to the policies and criteria of the Los Angeles County ALUP, Los Angeles County Airport Land Use Commission review is required. An EIR must be prepared that includes the review and comment letter regarding the proposed project from the Los Angeles County ALUC. Also, delaying the Los Angeles County ALUC review until after the MND has been published for public comment is implementation of the project prior to CEQA review and deferred mitigation in violation of CEQA. The MND cannot conclude that the project has less than significant impacts until and unless it includes the Los Angeles County ALUC review and comment.

XI. Land Use and Planning

The MND does not provide a consistency analysis with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The MND states that, “upon approval of a general plan amendment by the City, the Project will be consistent with the General Plan.” Reliance upon approval of the GPA itself to conclude the project is consistent with the General Plan circumvents the required analysis and does not provide any meaningful evidence to support the conclusion that the project will have less than significant impacts. The MND demonstrates its inadequacy as an informational document in stating that, “the Project’s floor area ratio (FAR) would be under the 0.5 value stipulated by the General Commercial designation, and as such would be consistent with the General Plan’s required standard.” The project requests to change the General Plan land use designations from Commercial to Employment, meaning that compliance with the Commercial requirements is not needed. Additionally, it does not appear that the City has a “General Commercial” designation; only a “Commercial” designation exists. Notably, the proposed GPA/ZC would reduce the amount of Commercial land within the City. Per Table 2: Land Use Buildout of the General Plan¹¹, Commercial land comprises only 6% of the City. Reducing available Commercial land will reduce the quantity of locally available supporting services and increase VMT.

Due to error in modeling, modeling without supporting evidence (as noted throughout this comment letter and attachments), and the required GPA/ZC, the project has significant potential to conflict with many of these items, including but not limited to the following from the General Plan and an EIR must be prepared with a consistency analysis in order to provide an adequate and accurate environmental document:

¹¹ <https://www.cityofindustry.org/home/showpublisheddocument/1693/63642209621360000>

1. Policy LU 2-1: Focus retail and commercial office uses near major intersections and areas of high visibility.
2. Policy C1-2: Maintain a peak-hour LOS D at intersections identified on the Roadway Classification Plan.
3. Goal C2: Safe and efficient circulation systems for automobiles, trucks, transit vehicles, bicycles, and pedestrians.
4. Goal C4: Safe and efficient flow of goods through the City of Industry.
5. Goal RM2: Improved air quality and reduced greenhouse gas emissions.

The MND also does not provide any information regarding the buildout conditions of the County's General Plan. Due to the required land use changes from Commercial to Employment to accommodate the proposed project, it was not analyzed with the growth projections and buildout scenario included in the General Plan. The General Plan did not analyze the proposed project site as an entirely industrial land use and therefore it is not included in any growth projections or emissions estimates. An EIR must be prepared to include a finding of significance. This is vital as Table 2 of the General Plan provides buildout calculations for the Industrial land use designation and the proposed project requires a General Plan Amendment to proceed, which indicates that it is not accounted for in those calculations and will exceed the General Plan buildout scenario.

The MND also excludes any consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. The 2020 RTP/SCS is notably adopted for the purpose of avoiding or mitigating an environmental effect, as required by California law (SB 375 to reduce greenhouse gas emissions), detailed through the plan itself and Resolution No. 20-624-1 adopting the plan¹². Due to errors in modeling and modeling without supporting evidence (as noted throughout this comment letter and attachments), the proposed project has significant potential for inconsistency with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. An EIR must be prepared to include a finding of significance due to these inconsistencies with SCAG's 2020-2045 Connect SoCal RTP/SCS.

XIV. Population and Housing

The MND utilizes uncertain language to describe employment generation and does not provide any calculation of operational or construction employees. The MND references the 2014 General Plan in stating 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

¹² SCAG 2020 RTP/SCS <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>

operation of the proposed Project would *likely* be comprised of persons from the surrounding and existing workforce within the *area*,” resulting in less than significant impacts. However, the data used by the MND is likely more than 10 years old as the 2014 General Plan utilized data published prior to 2014 in its analysis. Additionally, the MND does not state if the “persons from the surrounding and existing workforce within the *area*” are interested in or qualified for work in the industrial sector.

The MND utilizes uncertain and misleading language that does not provide any meaningful analysis or calculation of the project’s population and employment (construction and operational) generation. In order to comply with CEQA’s requirements for meaningful disclosure, an EIR must be prepared to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide demographic and geographic information on the location of qualified workers to fill these positions. A construction worker employment analysis must also be included to adequately and accurately analyze all potentially significant environmental impacts.

SCAG’s Connect SoCal Demographics and Growth Forecast¹³ notes that the City will add 0 jobs between 2016 - 2045. Utilizing the MND’s calculation of 464 employees, the project vastly exceeds the City’s employment growth projections from 2016 - 2045. This increases exponentially when other commercial and industrial development is considered. An EIR must be prepared to include this information for analysis. Additionally, an EIR must provide demographic and geographic information on the location of qualified workers to fill these positions in order to provide an accurate environmental analysis.

The MND finds that impacts to population and housing will not be significant without providing any quantified analysis or meaningful evidence to support this conclusion. There is also no analysis of projects approved, proposed, or “in the pipeline” within the City to demonstrate that the combined workforce and population of all projects does not exceed the growth estimates of the City’s General Plan or SCAG’s RTP/SCS. This is vital as Table 2 of the General Plan provides buildout calculations for the Industrial land use designation and the proposed project requires a General Plan Amendment to proceed, which indicates that it is not accounted for in those calculations and will exceed the General Plan buildout scenario.

¹³ SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579

XVII. Transportation/Traffic

The MND has “screened out” the project from preparing a project-specific VMT analysis because it is within a Transit Priority Area (TPA) and a Low VMT Area. It is clear that this is an effort to artificially appease the City’s Transportation Study Guidelines¹⁴ (City Guidelines). The City Guidelines provide the following requirements regarding the TPA Screening Method:

“Type A, Transit Priority Area (TPA) Screening Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG];
or
4. Replaces affordable residential units with a small number of moderate or high income residential units.

To identify if the project is in a TPA, the analyst may review TPA map included in the SGVCOG VMT assessment tool. Additionally, the analyst should confirm with all local transit providers that no recent changes in transit service have occurred in the project area (e.g. addition or removal of transit lines, addition or removal of transit stops, or changes to service frequency).”

The project has a FAR of 0.5, which is less than the 0.75 threshold. Additionally, the project is inconsistent with the SCS due to the required changes in land use that were not contemplated by the SCS. Reducing available Commercial land will reduce the quantity of locally available supporting services and increase VMT, which is counter to the intent of the SCS. Additionally, the MND has not provided any meaningful evidence that it has confirmed with all local transit providers that recent changes in service have not occurred in the project area and that high quality transit actually exists within 0.5 miles of the project site.

The City Guidelines provide the following requirements regarding the Low VMT Area Screening Method:

¹⁴ <https://www.cityofindustry.org/home/showpublisheddocument/8497/637890701348530000>

“Type B, Low VMT Area Screening: Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

Additionally, if using the Total VMT per Service Population metric, the analyst must verify that the project is consistent with the existing land use (i.e. if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density) within that TAZ and use professional judgment that there is nothing unique about the project that would otherwise misrepresent utilizing the data from the travel demand model.”

The TAZ is mostly comprised of residential land with a few scattered low intensity and underdeveloped properties. The proposed project is unique in that the TAZ in which the Project site is located does not contain any other large scale operational warehouse buildings and is primarily residential land. The VMT analysis has improperly screened out the proposed project from preparing a project-specific VMT analysis and is not consistent with the City Guidelines. The VMT screening analysis does not adequately or accurately represent the VMT impacts of the proposed project and an EIR must be prepared with a project-specific VMT analysis.

Further, the MND has underreported the quantity VMT generated by the proposed project operations. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at work at the proposed project, they will conduct their jobs by driving delivery vans across the region as part of the daily operations as a distribution facility, which will drastically increase project-generated VMT. The project’s truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. The project’s total operational VMT generated is not consistent with the screening threshold and legislative intent of SB 743 to reduce greenhouse gas emissions by reducing VMT. An EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity.

The MND has not adequately analyzed the project’s potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project’s potential to result in inadequate emergency access. The MND has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering. Further, there are no exhibits providing on-site analysis regarding available space

on the property to accommodate heavy truck maneuvering. Notably, truck/trailer parking stalls are adjacent to the truck/trailer loading docks on the south side of the building. There are passenger car parking stalls located within the truck loading court on the east and west sides, and also adjacent to the truck/trailer parking stalls. These parking stalls that may be in use at any time and further restrict truck/trailer movement on the site. The MND also states that 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 MND provides a similar statement regarding emergency access in stating that, “Access features are subject to and must satisfy City design requirements and would be subject to approval by the City. Additionally, the Los Angeles County Fire Department and Los Angeles Sanitation District will be consulted to ensure the necessary fire prevention and emergency response features are built into the project.” This does not comply with CEQA’s requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA’s requirement for meaningful disclosure and adequate informational documents. An EIR must be prepared to include the City/Los Angeles County Fire Department/Los Angeles Sanitation District determination/review of the project and the Site Plan for review, analysis, and comment by the public and decision makers in order to provide an adequate and accurate environmental analysis.

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Ho', with a stylized, overlapping loop structure.

Gary Ho
Blum, Collins & Ho LLP

Attachment: SWAPE Analysis



Technical Consultation, Data Analysis and
Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G., C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

February 13, 2024

Gary Ho
Blum, Collins & Ho LLP
707 Wilshire Blvd, Ste. 4880
Los Angeles, CA 90017

Subject: Comments on the Amar Industry Hills Development Project (SCH No. 2024010902)

Dear Mr. Ho,

We have reviewed the November 2023 Initial Study and Mitigated Negative Declaration (“IS/MND”) for the Amar Industry Hills Development Project (“Project”) located in the City of Industry (“City”). The Project proposes to construct 193,460-square-foot (“SF”) of warehouse space, 12,000-SF of office space, and 255 parking stalls on the 10.09-acre site.

Our review concludes that the IS/MND fails to adequately evaluate the Project’s air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. An Environmental Impact Report (“EIR”) should be prepared to adequately assess and mitigate the air quality, health risk, and greenhouse gas impacts that the project may have on the environment.

Air Quality

Failure to Provide Complete CalEEMod Output Files

Land use development projects under the California Environmental Quality Act (“CEQA”) typically evaluate air quality impacts and calculate potential criteria air pollutant emissions using the California Emissions Estimator Model (“CalEEMod”).¹ CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be

¹ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at*: <https://www.aqmd.gov/calceemod/user's-guide>.

justified by substantial evidence. Once all of the values are inputted into the model, the Project’s construction and operational emissions are calculated, and “output files” are generated. These output files disclose to the reader what parameters are used in calculating the Project’s air pollutant emissions and demonstrate which default values are changed. Justifications are provided for the selected values

According to the Air Quality and Greenhouse Gas Assessment (“AQ & GHG Assessment”), included as Appendix A to the IS/MND, CalEEMod Version 2022.1 is relied upon to estimate Project emissions (p. 9). However, this poses a problem, as the currently available version of CalEEMod 2022.1 is described as a “soft release” which fails to provide complete output files.² Specifically, the “User Changes to Default Data” table no longer provides the quantitative counterparts to the changes to the default values (see excerpt below) (Appendix A, pp. 199):

8. User Changes to Default Data

Screen	Justification
Land Use	Taken from site plan
Construction: Construction Phases	Building Construction compressed to account for 2024 Opening Year Building, Paving, and Architectural Coating overlap to present a conservative analysis
Construction: Off-Road Equipment	T/L/BS replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days PDF: off-road diesel construction equipment rated at 50 horsepower (hp) or greater, will comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent.
Construction: Architectural Coatings	SCAQMD Rule 1113
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction

However, previous CalEEMod Versions, such as 2020.4.0, include the specific numeric changes to the model’s default values (see example excerpt below):

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	167.00
tblConstructionPhase	PhaseEndDate	11/22/2023	8/25/2023
tblConstructionPhase	PhaseEndDate	9/27/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/25/2023	7/28/2023
tblConstructionPhase	PhaseStartDate	10/26/2023	7/29/2023
tblConstructionPhase	PhaseStartDate	9/28/2023	7/1/2023
tblLandUse	LandUseSquareFeet	160,000.00	160,371.00
tblLandUse	LandUseSquareFeet	119,000.00	41,155.00
tblLandUse	LotAcreage	3.67	3.68
tblLandUse	LotAcreage	2.73	2.74

The output files associated with CalEEMod Version 2022.1 fail to present the exact parameters used to calculate Project emissions. To remedy this issue, the IS/MND should have provided access to the model’s “.JSON” output files, which allow third parties to review the model’s revised input parameters.³

² “CalEEMod California Emissions Estimator Model Soft Release.” California Air Pollution Control Officers Association (CAPCOA), 2022, available at: <https://caleemod.com/>.

³ “Video Tutorials for CalEEMod Version 2022.1.” California Air Pollution Control Officers Association (CAPCOA), May 2022, available at: <https://www.caleemod.com/tutorials>.

Without access to the complete output files, including the specific numeric changes to the default values, we cannot verify that the IS/MND’s air modeling and subsequent analysis is an accurate reflection of the proposed Project. As a result, an EIR should be prepared to include an updated air quality analysis that correctly provides the complete output files for CalEEMod Version 2022.1, or includes an updated air model using an older release of CalEEMod.⁴

Unsubstantiated Input Parameters Used to Estimate Project Emissions

As previously discussed, the IS/MND relies on CalEEMod Version 2022.1 to estimate the Project’s air quality emissions and fails to provide the complete output files required to adequately evaluate model’s analysis (Appendix A, p. 9). Regardless, when reviewing the Project’s CalEEMod output files, provided in the AQ & GHG Assessment, we were able to identify several model inputs that are inconsistent with information disclosed in the IS/MND. As such, the Project’s construction and operational emissions may be underestimated. An EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Failure to Consider Potential Cold Storage Requirements

Review of the CalEEMod output files demonstrates that the “15271 - Amar & Kaplan (Construction Tier 4)” and “15271-Amar & Kaplan Proposed (Operations)” models include 204,000-SF of the “Unrefrigerated Warehouse-No Rail” land use (see excerpt below) (Appendix A, pp. 173, 206).

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	204	1000sqft	4.68	204,000	53,693	—	—	—
Parking Lot	312	Space	1.14	0.00	0.00	—	—	—
Other Asphalt Surfaces	4.26	Acre	4.26	0.00	0.00	—	—	—

As demonstrated above, the model does not include any refrigerated warehouse space whatsoever. This may be incorrect, as the IS/MND indicates that the future tenants of the proposed warehouse are currently unknown. Specifically, the IS/MND states:

“No specific tenants have been identified for the proposed Project” (p. 69).

As future site tenants are unknown, the proposed warehouse may require cold storage for operation. As discussed by the South Coast Air Quality Management District (“SCAQMD”), “CEQA requires the use of ‘conservative analysis’ to afford ‘fullest possible protection of the environment.’”⁵ The IS/MND must provide substantial evidence for not including any of the warehouse as cold storage space. Otherwise,

⁴ “CalEEMod Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <http://www.aqmd.gov/caleemod/download-model>.

⁵ “Warehouse Truck Trip Study Data Results and Usage” Presentation. SCAQMD Inland Empire Logistics Council, June 2014, available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/final-ielc_6-19-2014.pdf?sfvrsn=2.

an updated model should be prepared to include the entire warehouse land use as refrigerated in order to account for the additional emissions that refrigeration requirements may generate.

This presents an issue, as refrigerated warehouses release more criteria air pollutant and GHG emissions when compared to unrefrigerated land uses for three reasons. First, warehouses equipped with cold storage, such as refrigerators and freezers, are known to consume more energy when compared to warehouses without cold storage.⁶ Second, warehouses equipped with cold storage typically require refrigerated trucks, which are known to idle for much longer when compared to unrefrigerated hauling trucks.⁷ Lastly, according to a July 2014 *Warehouse Truck Trip Study Data Results and Usage* presentation prepared by the SCAQMD hauling trucks that require refrigeration result in greater truck trip rates when compared to non-refrigerated hauling trucks.⁸

By failing to account for any potential cold storage requirements, the models may underestimate the Project’s operational emissions and should not be relied upon to determine Project significance. An EIR should be prepared to account for the possibility of additional refrigerated warehouse needs by the Project’s future tenants.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the “15271 - Amar & Kaplan (Construction Tier 4)” model includes changes to the default construction schedule (see excerpt below) (Appendix A, pp. 199).

8. User Changes to Default Data

Screen	Justification
Land Use	Taken from site plan
Construction: Construction Phases	Building Construction compressed to account for 2024 Opening Year Building, Paving, and Architectural Coating overlap to present a conservative analysis
Construction: Off-Road Equipment	T/L/Bs replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days PDF: off-road diesel construction equipment rated at 50 horsepower (hp) or greater, will comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent.
Construction: Architectural Coatings	SCAQMD Rule 1113
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix A, pp. 188):

⁶ “Warehouses.” Business Energy Advisor, available at: <https://ouc.bizenergyadvisor.com/article/warehouses>.

⁷ “Estimation of Fuel Use by Idling Commercial Trucks.” Transportation Research Record Journal of the Transportation Research Board, January 2006, p. 8, available at: https://www.researchgate.net/publication/245561735_Estimation_of_Fuel_Use_by_Idling_Commercial_Trucks.

⁸ “Warehouse Truck Trip Study Data Results and Usage” Presentation. SCAQMD Mobile Source Committee, July 2014, available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/finaltrucktripstudymc072514.pdf?sfvrsn=2>, p. 7, 9.

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase
Demolition	Demolition	1/1/2024	2/9/2024	5.00	30.0
Site Preparation	Site Preparation	2/12/2024	2/23/2024	5.00	10.0
Grading	Grading	2/26/2024	4/5/2024	5.00	30.0
Building Construction	Building Construction	4/8/2024	12/31/2024	5.00	192
Paving	Paving	12/4/2024	12/31/2024	5.00	20.0
Architectural Coating	Architectural Coating	12/4/2024	12/31/2024	5.00	20.0

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.⁹ As demonstrated above in the “User Changes to Default Data” table, the justification provided for these changes is:

“Building Construction compressed to account for 2024 Opening Year Building, Paving, and Architectural Coating overlap to present a conservative analysis” (Appendix A, pp. 199).

Regarding the Project’s construction duration, the AQ & GHG Assessment states:

“For purposes of analysis, construction of Project is expected to commence in January 2024 and would last through December 2024” (p. 11).

Additionally, the Mobile Source Health Risk Assessment (“HRA Report”), provided as Appendix B to the IS/MND, provides the following construction schedule (see excerpt below) (p. 10, Table 2-1):

TABLE 2-1: CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Working Days
Demolition	1/1/2024	2/9/2024	30
Site Preparation	2/12/2024	2/23/2024	10
Grading	2/26/2024	4/5/2024	30
Building Construction	4/8/2024	12/31/2024	192
Paving	12/4/2024	12/31/2024	20
Architectural Coating	12/4/2024	12/31/2024	20

However, the changes to the individual construction phase lengths remain unsubstantiated. While the IS/MND justifies a total length of Project construction of 12 months, the IS/MND fails to provide a source for the individual construction phase lengths outlined in Table 2-1. Until a proper source is provided, the model should have included proportionately altered individual phase lengths to match the proposed construction duration of 12 months.¹⁰

The construction schedule included in the model presents an issue, as the construction emissions are improperly spread out over a longer period of time for some phases, but not for others. According to the

⁹ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.agmd.gov/caleemod/user-s-guide>, p. 1, 14.

¹⁰ See Attachment A for proportionately altered construction schedule.

CalEEMod User’s Guide, each construction phase is associated with different emissions activities (see excerpt below).¹¹

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures and buildings.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

By disproportionately altering and extending some of the individual construction phase lengths without proper justification, the model assumes there are a greater number of days to complete the construction activities required by the prolonged phases. As a result, there will be less construction activities required per day and, consequently, less pollutants emitted per day. Until we are able to verify the revised construction schedule, the model may underestimate the peak daily emissions associated with some phases of construction and should not be relied upon to determine Project significance.

Incorrect Application of Tier 3 and Tier 4 Interim Mitigation

Review of the CalEEMod output files demonstrates that the “15271 - Amar & Kaplan (Construction Tier 4)” model includes changes to the default off-road equipment engine tiers (see excerpt below) (Appendix A, pp. 199).

8. User Changes to Default Data

Screen	Justification
Land Use	Taken from site plan
Construction: Construction Phases	Building Construction compressed to account for 2024 Opening Year Building, Paving, and Architectural Coating overlap to present a conservative analysis
Construction: Off-Road Equipment	T/L/BS replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days PDF: off-road diesel construction equipment rated at 50 horsepower (hp) or greater, will comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent
Construction: Architectural Coatings	SCAQMD Rule 1113
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction

As a result, the model assumes that much of the Project’s off-road construction equipment fleet would meet Tier 4 interim emissions standards (see excerpt below) (Appendix A, pp. 188, 189).

¹¹ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 32.

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 3	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Tier 4 Interim	4.00	8.00	87.0	0.43
Grading	Excavators	Diesel	Tier 3	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Interim	2.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Tier 4 Interim	2.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 3	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	8.00	37.0	0.48

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.¹² According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is:

“T/L/Bs replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases

Standard 8 hours work days

PDF: off-road diesel construction equipment rated at 50 horsepower (hp) or greater, will comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent.” (Appendix A, pp. 199).

Regarding construction equipment, the AQ & GHG Assessment states:

“CalEEMod default parameters for equipment has been used” (p. 12).

However, the IS/MND is incorrect in claiming that default parameters were used, as Tier 3 and Tier 4 Interim emissions standards are not default. Furthermore, the IS/MND and associated documents fail to mention off-road equipment emissions standards whatsoever. This is incorrect since, as mentioned above, the CalEEMod User’s Guide requires any changes to model defaults be justified.¹³

Additionally, the assumption that the Project’s off-road construction equipment fleet would meet Tier 3 or Tier 4 interim emissions standards remains unsupported as the IS/MND fails to explicitly require

¹² “CalEEMod User’s Guide Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user-s-guide>, p. 1, 14.

¹³ “CalEEMod User’s Guide Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user-s-guide>, p. 1, 14.

these standards through formal mitigation measures. This is incorrect, as according to the Association of Environmental Professionals (“AEP”) *CEQA Portal Topic Paper* on mitigation measures:

“While not ‘mitigation’, a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact” (emphasis added).¹⁴

As discussed above, measures that are not formally included in the mitigation monitoring and reporting program (“MMRP”) may be eliminated from the Project’s design altogether.

As the use of construction equipment with Tier 3 and Tier 4 interim emissions standards is not substantiated by the IS/MND and associated documents and is not formally included as a mitigation measure, we cannot guarantee that these standards would be implemented, monitored, and enforced on the Project site. Consequently, the model’s assumption that the off-road construction equipment fleet would adhere to Tier 3 and Tier 4 interim emissions standards is incorrect.

Unsubstantiated Changes to Architectural Coating Emission Factors

Review of the CalEEMod output files demonstrates that the “15271 - Amar & Kaplan (Construction Tier 4)” and “15271-Amar & Kaplan Proposed (Operations)” models include changes to the default architectural coating emission factors (see excerpt below) (Appendix A, pp. 199, 233).

8. User Changes to Default Data

Screen	Justification
Land Use	Taken from site plan
Construction: Construction Phases	Building Construction compressed to account for 2024 Opening Year Building, Paving, and Architectural Coating overlap to present a conservative analysis
Construction: Off-Road Equipment	T/L/Bs replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days PDF: off-road diesel construction equipment rated at 50 horsepower (hp) or greater, will comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent
Construction: Architectural Coatings	SCAQMD Rule 1113
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.¹⁵ As demonstrated above in the “User Changes to Default Data” table, the justification provided for these changes is:

“SCAQMD Rule 1113” (Appendix A, pp. 199).

¹⁴ “CEQA Portal Topic Paper Mitigation Measures.” AEP, February 2020, *available at*: <https://cegaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 6.

¹⁵ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at*: <https://www.aqmd.gov/caleemod/user's-guide>, p. 1, 14.

However, the reductions to the architectural coating emission factors remain unsubstantiated for two reasons.

First, we cannot verify the accuracy of the revised architectural coating emission factors based on SCAQMD Rule 1113 alone. The SCAQMD Rule 1113 Table of Standards provides the required volatile organic compound (“VOC”) limits (grams of VOC per liter of coating) for 57 different coating categories.¹⁶ The VOC limits for each coating varies from a minimum value of 50 g/L to a maximum value of 730 g/L. As such, we cannot verify that SCAQMD Rule 1113 substantiates reductions to the default coating values without more information regarding what category of coating will be used. As the IS/MND fails to explicitly require the use of a specific type of coating which would adhere to a specific VOC limit, we are unable to verify the model’s revised coating emission factors.

Second, as previously discussed, the output files for CalEEMod 2022.1 do not present the numeric changes to any model defaults. Upon further review of the output files, Table 5.5 contains the only mention of architectural coatings (see excerpt below) (Appendix A, pp. 191):

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	306,000	102,000	14,113

However, as demonstrated above, Table 5.5 only provides the *square footage* of area to be coated. Since the output files fail to demonstrate the architectural coating *emission factors* that the model relies on, we cannot verify that the values included in the model are accurate.

These unsubstantiated reductions present an issue, as CalEEMod uses the architectural coating emission factors to calculate the Project’s VOC emissions.¹⁷ By including unsubstantiated reductions to the default architectural coating emission factors, the models may underestimate the Project’s construction-related and operational VOC emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Fleet Mix Values

Review of the CalEEMod output files demonstrates that the “15271-Amar & Kaplan Proposed (Operations)” model includes changes to the default operational vehicle fleet mix percentages (see excerpt below) (Appendix A, pp. 233).

¹⁶ “SCAQMD Rule 1113 Advisory Notice.” SCAQMD, February 2016, *available at*: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf?sfvrsn=24>, p. 1113-14, Table of Standards 1.

¹⁷ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at*: <https://www.aqmd.gov/caleemod/user's-guide>, p. 35, 40.

8. User Changes to Default Data

Screen	Justification
Land Use	Taken from Site Plan
Operations: Vehicle Data	Trips taken from ITE 11th Edition
Operations: Fleet Mix	Passenger Car Mix estimated based on CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, MCY). Truck Fleet Mix based on 2, 3 and 4 axle trucks
Operations: Architectural Coatings	SCAQMD Rule 1113
Operations: Refrigerants	As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively.

However, these changes remain unsubstantiated. As previously discussed, the output files for CalEEMod 2022.1 do not present the numeric changes to any model defaults. Upon further review of the output files, changes to fleet mix percentages are not mentioned outside of the “User Changes to Default Data” table. Until the IS/MND verifies the breakdown of heavy-heavy duty (“HHD”), medium-heavy duty (“MHD”), light-heavy duty (“LHD1, LDH2”), trucks used by the Project, we cannot verify that the values included in the model are accurate.¹⁸

These unsubstantiated changes present an issue, as CalEEMod uses operational vehicle fleet mix percentages to calculate the Project’s operational emissions associated with on-road vehicles.¹⁹ By including several unsubstantiated changes to the default operational vehicle fleet mix percentages, the model may underestimate the Project’s mobile-source operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate the Project’s construction-related and operational emissions, we used CalEEMod Version 2020.4.0, as well as the Project-specific information provided by the IS/MND.²⁰ Consistent with the IS/MND’s models, we included 204,000-SF of “Unrefrigerated Warehouse-No Rail,” 312 spaces of “Parking Lot,” and 4.26-acres of “Other Asphalt Surfaces.” Additionally, we omitted the unsubstantiated changes to the architectural coating emission factors, Tier 3 and Tier 4 Interim mitigation, and operational vehicle fleet mix values; we also proportionately altered the individual construction phase lengths to match the 12-month construction schedule.²¹

Our updated analysis estimates that the Project’s construction-related VOC emissions would exceed the applicable SCAQMD threshold of 75-pounds per day (“lbs/day”), as referenced by the IS/MND (p. 34, Table 3-3) (see table below).²²

¹⁸ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at*: <https://www.agmd.gov/caleemod/user-s-guide>, p. 38.

¹⁹ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at*: <https://www.agmd.gov/caleemod/user-s-guide>, p. 36.

²⁰ “CalEEMod Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), March 2022, *available at*: <http://www.agmd.gov/caleemod/download-model>.

²¹ See Attachment B for updated air modeling.

²² “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, March 2023, *available at*: <https://www.agmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>.

SWAPE Criteria Air Pollutant Emissions	
Construction	VOC (lbs/day)
IS/MND	52.6
SWAPE	145.7
% Increase	177%
SCAQMD Threshold	75
<i>Exceeds?</i>	Yes

As demonstrated in the table above, the Project’s construction-related VOC emissions, as estimated by SWAPE, increase by approximately 177% and exceed the applicable SCAQMD significance threshold. Our updated model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the IS/MND. An EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

Upon review of the IS/MND and associated documents, we have determined that the development of the proposed Project may contribute to the disproportionate health risk impacts posed to community members living, working, and going to school within the immediate area of the Project site. According to SCAQMD:

“Those living within a half mile of warehouses are more likely to include communities of color, have health impacts such as higher rates of asthma and heart attacks, and a greater environmental burden.”²³

In particular, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.²⁴ Another study similarly indicates that “neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing facilities.”²⁵ Additionally, a report authored by the Inland Empire-based People’s Collective for Environmental Justice and University of Redlands states:

²³ “South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule.” SCAQMD, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9>.

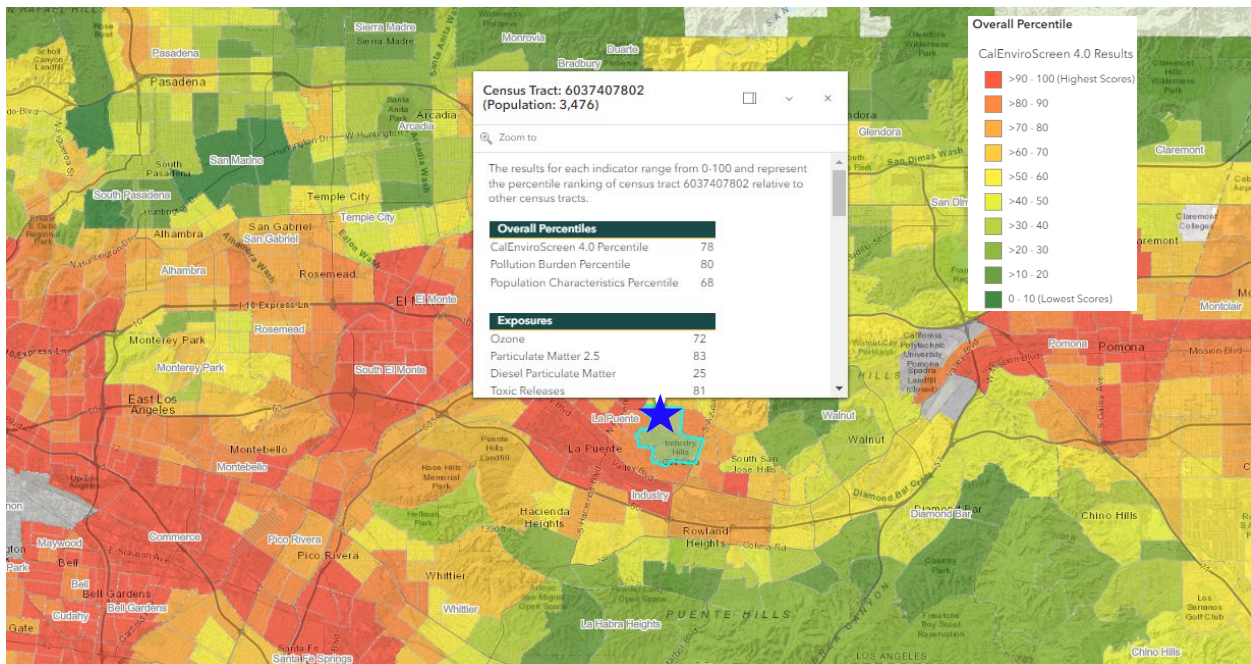
²⁴ “Southern California warehouse boom a huge source of pollution. Regulators are fighting back.” Los Angeles Times, May 2021, *available at*: <https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution>.

²⁵ “Location of warehouses and environmental justice: Evidence from four metros in California.” Metro Freight Center of Excellence, January 2018, *available at*:

“As the warehouse and logistics industry continues to grow and net exponential profits at record rates, more warehouse projects are being approved and constructed in low-income communities of color and serving as a massive source of pollution by attracting thousands of polluting truck trips daily. Diesel trucks emit dangerous levels of nitrogen oxide and particulate matter that cause devastating health impacts including asthma, chronic obstructive pulmonary disease (COPD), cancer, and premature death. As a result, physicians consider these pollution-burdened areas ‘diesel death zones.’”²⁶

It is evident that the continued development of industrial warehouses within these communities poses a significant environmental justice challenge. However, the acceleration of warehouse development is only increasing despite the consequences on public health.

The City of Industry, the setting of the proposed Project, has long borne a disproportionately high pollution burden compared to the rest of California. When using CalEnviroScreen 4.0, CalEPA’s screening tool that ranks each census tract in the State for pollution and socioeconomic vulnerability, we found that the Project’s census tract is in the 80th percentile of most polluted census tracts in the State (see excerpt below).²⁷



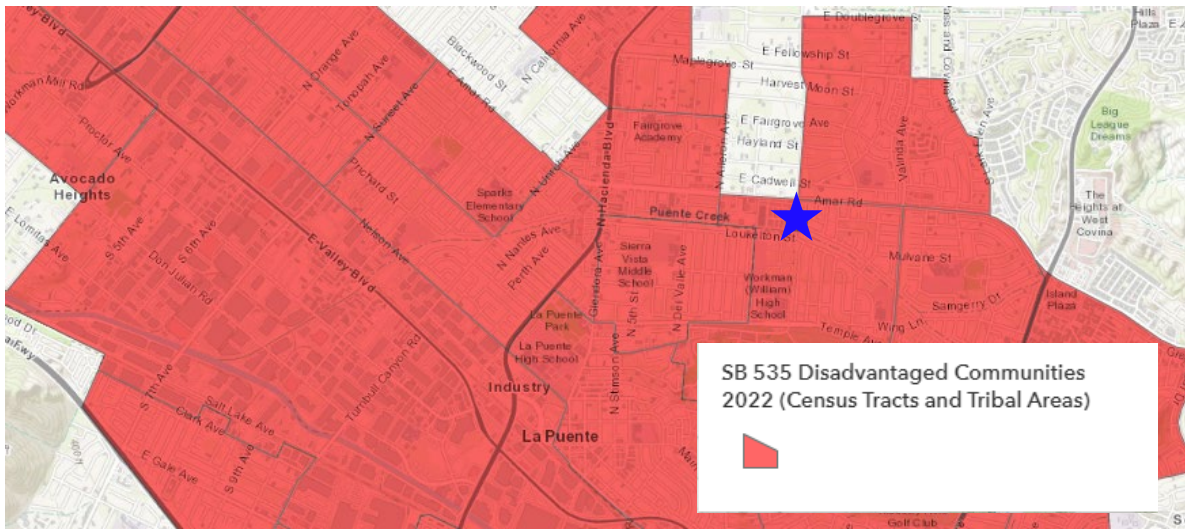
https://www.metrotrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.

²⁶ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, available at:

https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

²⁷ “CalEnviroScreen 4.0.” California Office of Environmental Health Hazard Assessment (OEHHA), October 2021, available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

Additionally, according to CalEnviroScreen’s SB 535 Disadvantaged Communities Map, the Project site is located in a designated disadvantaged community (see excerpt below).²⁸



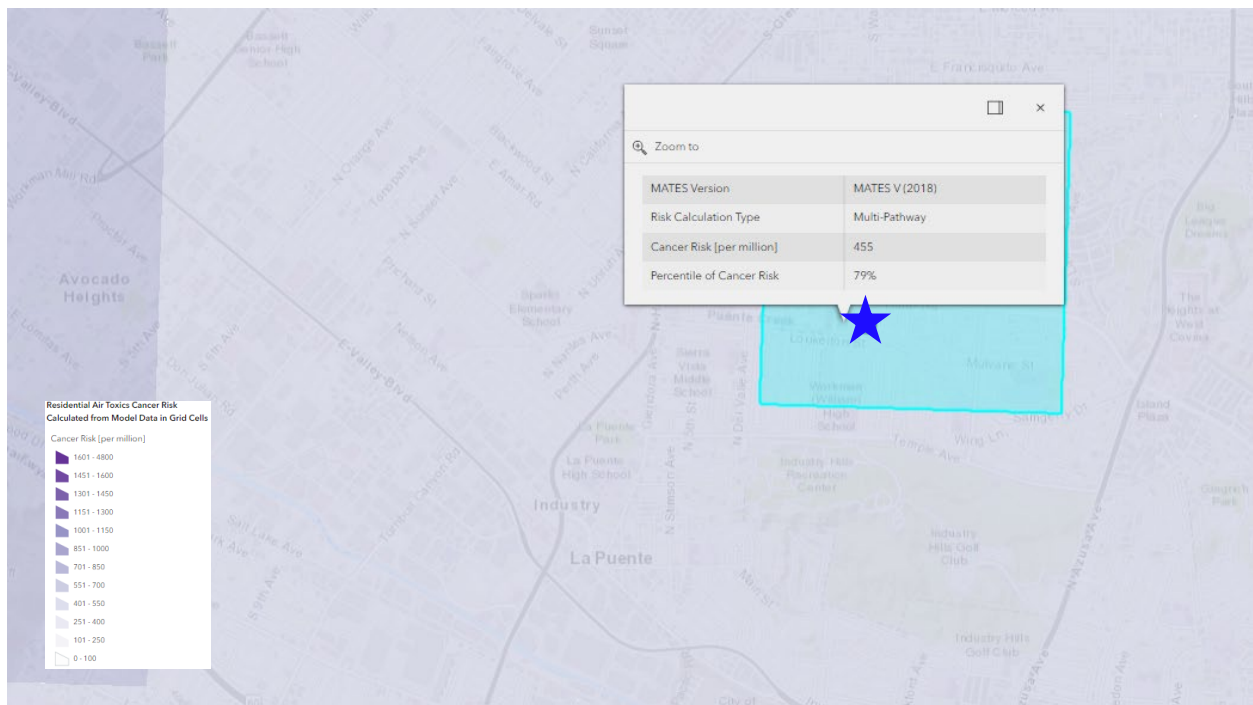
SB 535 provides funding for development projects that provide a benefit to disadvantaged communities. CalEPA has been given the responsibility for identifying those communities based on “geographic, socioeconomic, public health, and environmental hazard criteria.”²⁹ As the Project site is located in a designated disadvantaged community, and Project’s census tract already exhibits a high cancer risk, development of the proposed Project would contribute to the disproportionate impact warehouses are posing to the health conditions of nearby residents.

Furthermore, the Data Visualization Tool for Mates V, a monitoring and evaluation study conducted by SCAQMD, demonstrates that the City already exhibits a heightened residential carcinogenic risk from exposure to air toxics. Specifically, the location of the Project site is in the 80th percentile of highest cancer risks in the South Coast Air Basin, with a cancer risk of 455 in one million (see excerpt below).³⁰

²⁸ “SB 535 Disadvantaged Communities (2022 Update).” California Environmental Protection Agency, *available at*: <https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/>

²⁹ “Final Designation of Disadvantaged Communities.” California Environmental Protection Agency, *available at*: https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/Updated-Disadvantaged-Communities-Designation-DAC-May-2022-Eng.a.hp_-1.pdf?emrc=e05e10.

³⁰ “Residential Air Toxics Cancer Risk Calculated from Model Data in Grid Cells.” MATES V, 2018, *available at*: <https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CGridded-Cancer-Risk>; see also: “MATES V Multiple Air Toxics Exposure Study.” SCAQMD, *available at*: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.



Therefore, development of the proposed warehouse would contribute to the disproportionate impact warehouses are posing to the health conditions of the residents in the City of Industry.

In April 2022, the American Lung Association ranked Los Angeles County as the third worst for ozone pollution in the nation.³¹ This year, the County continues to face the worst ozone pollution, as it has seen the highest recorded Air Quality Index (“AQI”) values for ground-level ozone in California.³² The U.S. Environmental Protection Agency (“EPA”) indicates that ozone, the main ingredient in “smog,” can cause several health problems, which includes aggravating lung diseases and increasing the frequency of asthma attacks. The U.S. EPA states:

“Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure. Children are also more likely than adults to have asthma.”³³

Furthermore, regarding the increased sensitivity of early-life exposures to inhaled pollutants, the California Air Resources Board (“CARB”) states:

“Children are often at greater risk from inhaled pollutants, due to the following reasons:

³¹ “State of the Air 2022.” American Lung Association, April 2022, *available at*: <https://www.lung.org/research/sota/key-findings/most-polluted-places>.

³² “High Ozone Days.” American Lung Association, 2022, *available at*: <https://www.lung.org/research/sota/city-rankings/states/california>.

³³ “Health Effects of Ozone Pollution.” U.S. EPA, May 2021, *available at*: <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>.

- Children have unique activity patterns and behavior. For example, they crawl and play on the ground, amidst dirt and dust that may carry a wide variety of toxicants. They often put their hands, toys, and other items into their mouths, ingesting harmful substances. Compared to adults, children typically spend more time outdoors and are more physically active. Time outdoors coupled with faster breathing during exercise increases children’s relative exposure to air pollution.
- Children are physiologically unique. Relative to body size, children eat, breathe, and drink more than adults, and their natural biological defenses are less developed. The protective barrier surrounding the brain is not fully developed, and children’s nasal passages aren’t as effective at filtering out pollutants. Developing lungs, immune, and metabolic systems are also at risk.
- Children are particularly susceptible during development. Environmental exposures during fetal development, the first few years of life, and puberty have the greatest potential to influence later growth and development.”³⁴

A Stanford-led study also reveals that children exposed to high levels of air pollution are more susceptible to respiratory and cardiovascular diseases in adulthood.³⁵ Given children’s higher propensity to succumb to the negative health impacts of air pollutants, and as warehouses release more smog-forming pollution than any other sector, it is necessary to evaluate the specific health risk that warehouses pose to children in the nearby community.

According to the above-mentioned study by the People’s Collective for Environmental Justice and University of Redlands, there are 640 schools in the South Coast Air Basin that are located within half a mile of a large warehouse, most of them in socio-economically disadvantaged areas.³⁶ Regarding the proposed Project itself, the IS/MND states:

“The nearest school is Workman High School, located approximately 1,645 feet south of the Project site and represented by location R3” (p. 39).

As discussed, Workman High School is located approximately 1,645 feet, or 0.31 miles, from the Project site. Therefore, this Project may pose a significant threat because, as outlined above, children are a vulnerable population that are more susceptible to the damaging side effects of air pollution. As such,

³⁴ “Children and Air Pollution.” California Air Resources Board (CARB), *available at*:

<https://ww2.arb.ca.gov/resources/documents/children-and-air-pollution>.

³⁵ “Air pollution puts children at higher risk of disease in adulthood, according to Stanford researchers and others.” Stanford, February 2021, *available at*: <https://news.stanford.edu/2021/02/22/air-pollution-impacts-childrens-health/>.

³⁶ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, *available at*:

https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

the Project would contribute to the detrimental short-term and long-term health impacts that warehouses pose on local children if approved.

An EIR should be prepared to evaluate the proposed Project’s contribution to the disproportionate impacts that warehouses are posing on the community adjacent to the Project site. The EIR should include an analysis of the impact on children and people of color who live and attend school in the surrounding area. Finally, in order to evaluate the cumulative air quality impact from the several warehouse projects proposed or built in a one-mile radius of the Project site, the EIR should also prepare a cumulative health risk assessment (“HRA”) to quantify the adverse health outcome from the effects of exposure to multiple warehouses in the immediate area in conjunction with the poor ambient air quality in the Project’s census tract.

Diesel Particulate Matter Emissions Inadequately Evaluated

The IS/MND concludes that the proposed Project would result in a less-than-significant health risk impact based on a quantified construction and operational health risk assessment (“HRA”), as detailed in the HRA Report. Specifically, the HRA Report estimates that the maximum cancer risk posed to nearby, existing residential sensitive receptors associated with construction and operation would be 4.29 in one million, which would not exceed the SCAQMD significance threshold of 10 in one million (p. 4, Table ES-3).

TABLE ES-3: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	4.29	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Maximum Exposed Sensitive Receptor	<0.01	1.0	NO

However, the IS/MND’s evaluation of the Project’s potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for two reasons.

First, the IS/MND’s HRAs are unreliable, as they rely upon emissions estimates from a flawed air model, as discussed above in the section titled “Unsubstantiated Input Parameters Used to Estimate Project Emissions.” As such, the HRAs are based on potentially underestimated DPM concentrations to calculate the health risk associated with Project construction. As a result, the IS/MND’s HRAs and resulting cancer risk should not be relied upon to determine Project significance.

Second, the IS/MND’s operational HRA underestimates the Fraction of Time At Home (“FAH”) values for the third trimester, infant, and child receptors. Specifically, the HRA Report utilizes an FAH value of 0.85

for the third trimester (age -0.25 to 0) and infant (age 0 to 2) receptors, and an FAH value of 0.72 for the child receptors (age 2 to 16) (see excerpt below) (Appendix B, p. 19, Table 2-7).

TABLE 2-7: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1,090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24

However, the FAH values used for the third trimester, infant, and childhood receptors are incorrect, as SCAQMD guidance clearly states:

“For Tiers 1, 2, and 3 screening purposes, the FAH is assumed to be 1 for ages third trimester to 16. As a default, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the facility’s emissions. People older than age 16 are assumed to spend only 73 percent of their time at home.”³⁷

Per SCAQMD guidance, the HRA Report should have used an FAH of 1 for the third trimester, infant, and child receptors. By relying on incorrect FAH values, the IS/MND underestimates the cancer risk posed to nearby, existing sensitive receptors as a result of Project operation.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The IS/MND estimates that the Project would generate net annual GHG emissions of 2,285.46 metric tons of carbon dioxide equivalents per year (“MT CO₂e/year”) (p. 60, Table 8-1).

³⁷ “Risk Assessment Procedures.” SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

Table 8-1 Total Project Greenhouse Gas Emissions

Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	24.13	1.00E-03	1.33E-03	1.37E-02	24.53
Mobile	1,506	0.06	0.20	2.01	1,569
Area	4.14	<0.005	<0.005	0.00	4.26
Energy	414	0.03	<0.005	0.00	415
Water	81.80	1.54	0.04	0.00	131
Waste	17.10	1.71	0.00	0.00	59.90
Refrigerants	0.00	0.00	0.00	34.40	34.40
On-Site Equipment	0.00	0.00	0.00	0.00	47.37
Total CO ₂ E (All Sources)			2,285.46		

The IS/MND concludes:

“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 will occur” (p. 60).

As demonstrated above, the IS/MND claims that the Project would have a less than significant impact as its GHG emissions would not exceed the 3,000 MTCO₂e threshold. However, the IS/MND’s analysis, as well as the subsequent less-than-significant impact conclusion, is incorrect for three reasons.

- (1) The IS/MND’s quantitative GHG analysis relies upon an incorrect and unsubstantiated air model;
- (2) The IS/MND’s quantitative GHG analysis relies upon an outdated threshold; and
- (3) The IS/MND fails to identify a potentially significant GHG impact;

1) Incorrect and Unsubstantiated Quantitative Analysis of Emissions

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 2,285.46 MT CO₂e/year (p. 60, Table 8-1). However, the IS/MND’s quantitative GHG analysis is unsubstantiated. As previously discussed, when we reviewed the Project’s CalEEMod output files provided in the AQ & GHG Assessment, we found that several model inputs were not consistent with information disclosed in the IS/MND. As a result, the models underestimate the Project’s emissions, and the IS/MND’s quantitative GHG analysis should not be relied upon to determine Project significance. An EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the environment.

2) Incorrect Reliance on an Outdated Quantitative GHG Threshold

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 2,285.46 MT CO₂e/year, which would not exceed the SCAQMD bright-line threshold of 3,000 MT

CO₂e/year (p. 60). However, the guidance that provided the 3,000 MT CO₂e/year threshold, the SCAQMD's 2008 *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans* report, was developed when the Global Warming Solutions Act of 2006, commonly known as "AB 32", was the governing statute for GHG reductions in California. AB 32 requires California to reduce GHG emissions to 1990 levels by 2020.³⁸ Furthermore, AEP guidance states:

"[F]or evaluating projects with a post 2020 horizon, the threshold will need to be revised based on a new gap analysis that would examine 17 development and reduction potentials out to the next GHG reduction milestone."³⁹

As it is currently February 2024, thresholds for 2020 are not applicable to the proposed Project and should be revised to reflect the current GHG reduction target. As such, the SCAQMD bright-line threshold of 3,000 MT CO₂e/year is outdated and inapplicable to the proposed Project, and the IS/MND's less-than-significant GHG impact conclusion should not be relied upon. Instead, we recommend that the Project apply the SCAQMD 2035 service population efficiency target of 3.0 metric tons of carbon dioxide equivalents per service population per year ("MT CO₂e/SP/year"), which was calculated by applying a 40% reduction to the 2020 targets.⁴⁰

3) *Failure to Identify a Potentially Significant GHG Impact*

In an effort to quantitatively evaluate the Project's GHG emissions, we compared the Project's GHG emissions, as estimated by the IS/MND, to the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year. When applying this threshold, the Project's incorrect and unsubstantiated air model indicates a potentially significant GHG impact.

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 2,285.46 MT CO₂e/year (p. 60, Table 8-1). According to CAPCOA's *CEQA & Climate Change* report, a service population ("SP") is defined as "the sum of the number of residents and the number of jobs supported by the project."⁴¹ The IS/MND indicates that the Project would generate approximately 464 jobs (p. 10). As the proposed Project does not include any residential land uses, we estimate a SP of 464 people. When dividing the Project's net annual GHG emissions, as estimated by the IS/MND, by a SP of 464 people, we find that the Project would emit approximately 4.9 MT CO₂e/SP/year (see table below).⁴²

³⁸ "Health & Safety Code 38550." California State Legislature, January 2007, *available at*:

https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=38550.

³⁹ "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals (AEP), October 2016, *available at*: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 39.

⁴⁰ "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15." SCAQMD, September 2010, *available at*: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf), p. 2.

⁴¹ "CEQA & Climate Change." California Air Pollution Control Officers Association (CAPCOA), January 2008, *available at*: <https://www.ourair.org/wp-content/uploads/CAPCOA-CEQA-and-Climate-Change.pdf>, p. 71-72.

⁴² Calculated: (2,285.46 MT CO₂e/year) / (464 service population) = (4.9 MT CO₂e/SP/year).

IS/MND Greenhouse Gas Emissions	
Annual Emissions (MT CO ₂ e/year)	2,285.5
Service Population	464
Service Population Efficiency (MT CO ₂ e/SP/year)	4.9
SCAQMD 2035 Target	3.0
<i>Exceeds?</i>	Yes

As demonstrated above, the Project’s service population efficiency value, as estimated by the IS/MND, exceeds the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year, indicating a potentially significant impact not previously identified or addressed by the IS/MND. As a result, the IS/MND’s less-than-significant GHG impact conclusion should not be relied upon. An EIR should be prepared, including an updated GHG analysis and incorporating additional mitigation measures to reduce the Project’s GHG emissions to less-than-significant levels.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and greenhouse gas impacts that should be mitigated further. In an effort to reduce emissions, the Project should consider the implementation of the following mitigation measures found in the California Department of Justice Warehouse Project Best Practices document.⁴³

- Requiring off-road construction equipment to be hybrid electric-diesel or zero emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.

⁴³ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice, September 2022, *available at*: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>, p. 8 – 10.

- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.
- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking

spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)

- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

Furthermore, as it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31,

2045, we emphasize the applicability of incorporating solar power system into the Project design. Until the feasibility of incorporating on-site renewable energy production is considered, the Project should not be approved.

An EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and health risk analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A: Updated Construction Schedule
Attachment B: SWAPE's CalEEMod Output Files
Attachment C: Matt Hagemann CV
Attachment D: Paul Rosenfeld CV

Construction Schedule Calculations						
Phase	Default Phase Length	Construction Duration	%	Construction Duration	Revised Phase Length	
Demolition	20		557	0.0359	365	13
Site Preparation	10		557	0.0180	365	7
Grading	30		557	0.0539	365	20
Construction	300		557	0.5386	365	197
Paving	20		557	0.0359	365	13
Architectural Coating	20		557	0.0359	365	13

	Total Default Construction Duration	Revised Construction Duration
Start Date	1/1/2024	1/1/2024
End Date	7/11/2025	12/31/2024
Total Days	557	365

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	204.00	1000sqft	4.68	204,000.00	0
Parking Lot	312.00	Space	1.14	0.00	0
Other Asphalt Surfaces	4.26	Acre	4.26	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	1.8	Precipitation Freq (Days)	22
Climate Zone	7			Operational Year	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - See SWAPE's comment on "Failure to Consider Potential Cold Storage Requirements."

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment - Consistent with the IS/MND's model.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Demolition - Consistent with the IS/MND's model.

Architectural Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors."

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Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Area Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors.'

Construction Off-road Equipment Mitigation - See SWAPE's comment on "Incorrect Application of Tier 3 and Tier 4 Interim Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDays	30.00	20.00
tblConstructionPhase	NumDays	300.00	196.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	PhaseEndDate	1/26/2024	1/17/2024
tblConstructionPhase	PhaseEndDate	2/9/2024	1/26/2024
tblConstructionPhase	PhaseEndDate	3/22/2024	2/23/2024
tblConstructionPhase	PhaseEndDate	5/16/2025	11/25/2024
tblConstructionPhase	PhaseEndDate	6/13/2025	12/12/2024
tblConstructionPhase	PhaseEndDate	7/11/2025	12/31/2024
tblConstructionPhase	PhaseStartDate	1/27/2024	1/18/2024
tblConstructionPhase	PhaseStartDate	2/10/2024	1/27/2024
tblConstructionPhase	PhaseStartDate	3/23/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	5/17/2025	11/26/2024
tblConstructionPhase	PhaseStartDate	6/14/2025	12/13/2024
tblGrading	AcresOfGrading	10.50	35.00
tblGrading	AcresOfGrading	80.00	120.00
tblGrading	MaterialExported	0.00	18,000.00
tblLandUse	LandUseSquareFeet	124,800.00	0.00
tblLandUse	LandUseSquareFeet	185,565.60	0.00
tblLandUse	LotAcreage	2.81	1.14

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tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Crawler Tractors
tblProjectCharacteristics	PrecipitationFrequency	33	22
tblProjectCharacteristics	WindSpeed	2.2	1.8
tblVehicleTrips	ST_TR	1.74	0.10
tblVehicleTrips	SU_TR	1.74	0.04
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2024	3-31-2024	1.0176	1.0176
2	4-1-2024	6-30-2024	0.5411	0.5411
3	7-1-2024	9-30-2024	0.5470	0.5470
		Highest	1.0176	1.0176

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138
Energy	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	133.0770	133.0770	0.0102	1.4900e-003	133.7762
Mobile	0.0975	0.1157	1.0643	2.4200e-003	0.2681	1.7500e-003	0.2698	0.0715	1.6200e-003	0.0731	0.0000	224.4009	224.4009	0.0147	9.3700e-003	227.5600
Waste						0.0000	0.0000		0.0000	0.0000	38.9256	0.0000	38.9256	2.3004	0.0000	96.4364
Water						0.0000	0.0000		0.0000	0.0000	14.9665	108.9373	123.9037	1.5464	0.0374	173.7121
Total	0.9315	0.1307	1.0834	2.5100e-003	0.2681	2.9000e-003	0.2710	0.0715	2.7700e-003	0.0743	53.8920	466.4281	520.3201	3.8717	0.0483	631.4984

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138
Energy	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	133.0770	133.0770	0.0102	1.4900e-003	133.7762
Mobile	0.0975	0.1157	1.0643	2.4200e-003	0.2681	1.7500e-003	0.2698	0.0715	1.6200e-003	0.0731	0.0000	224.4009	224.4009	0.0147	9.3700e-003	227.5600
Waste						0.0000	0.0000		0.0000	0.0000	38.9256	0.0000	38.9256	2.3004	0.0000	96.4364
Water						0.0000	0.0000		0.0000	0.0000	14.9665	108.9373	123.9037	1.5464	0.0374	173.7121
Total	0.9315	0.1307	1.0834	2.5100e-003	0.2681	2.9000e-003	0.2710	0.0715	2.7700e-003	0.0743	53.8920	466.4281	520.3201	3.8717	0.0483	631.4984

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	1/17/2024	5	13	
2	Site Preparation	Site Preparation	1/18/2024	1/26/2024	5	7	
3	Grading	Grading	1/27/2024	2/23/2024	5	20	

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4	Building Construction	Building Construction	2/24/2024	11/25/2024	5	196
5	Paving	Paving	11/26/2024	12/12/2024	5	13
6	Architectural Coating	Architectural Coating	12/13/2024	12/31/2024	5	13

Acres of Grading (Site Preparation Phase): 35

Acres of Grading (Grading Phase): 120

Acres of Paving: 5.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 306,000; Non-Residential Outdoor: 102,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Crawler Tractors	2	8.00	97	0.37

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Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	86.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	747.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,780.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0799	0.0000	0.0799	0.0121	0.0000	0.0121	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1357	0.1281	2.5000e-004		6.2400e-003	6.2400e-003		5.8000e-003	5.8000e-003	0.0000	22.0974	22.0974	6.1800e-003	0.0000	22.2520
Total	0.0146	0.1357	0.1281	2.5000e-004	0.0799	6.2400e-003	0.0861	0.0121	5.8000e-003	0.0179	0.0000	22.0974	22.0974	6.1800e-003	0.0000	22.2520

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3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.8000e-004	0.0515	0.0133	2.2000e-004	6.4600e-003	3.1000e-004	6.7700e-003	1.7700e-003	3.0000e-004	2.0700e-003	0.0000	21.4767	21.4767	1.2100e-003	3.4100e-003	22.5237
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330
Total	1.0700e-003	0.0517	0.0164	2.3000e-004	7.5400e-003	3.2000e-004	7.8500e-003	2.0600e-003	3.1000e-004	2.3600e-003	0.0000	22.3031	22.3031	1.2300e-003	3.4300e-003	23.3568

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0799	0.0000	0.0799	0.0121	0.0000	0.0121	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1357	0.1281	2.5000e-004		6.2400e-003	6.2400e-003		5.8000e-003	5.8000e-003	0.0000	22.0974	22.0974	6.1800e-003	0.0000	22.2520
Total	0.0146	0.1357	0.1281	2.5000e-004	0.0799	6.2400e-003	0.0861	0.0121	5.8000e-003	0.0179	0.0000	22.0974	22.0974	6.1800e-003	0.0000	22.2520

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3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.8000e-004	0.0515	0.0133	2.2000e-004	6.4600e-003	3.1000e-004	6.7700e-003	1.7700e-003	3.0000e-004	2.0700e-003	0.0000	21.4767	21.4767	1.2100e-003	3.4100e-003	22.5237
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330
Total	1.0700e-003	0.0517	0.0164	2.3000e-004	7.5400e-003	3.2000e-004	7.8500e-003	2.0600e-003	3.1000e-004	2.3600e-003	0.0000	22.3031	22.3031	1.2300e-003	3.4300e-003	23.3568

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0818	0.0000	0.0818	0.0368	0.0000	0.0368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0951	0.0642	1.3000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8047
Total	9.3100e-003	0.0951	0.0642	1.3000e-004	0.0818	4.3000e-003	0.0861	0.0368	3.9600e-003	0.0407	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8047

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3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	2.0000e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5340	0.5340	1.0000e-005	1.0000e-005	0.5383
Total	1.9000e-004	1.4000e-004	2.0000e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5340	0.5340	1.0000e-005	1.0000e-005	0.5383

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0818	0.0000	0.0818	0.0368	0.0000	0.0368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0951	0.0642	1.3000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8046
Total	9.3100e-003	0.0951	0.0642	1.3000e-004	0.0818	4.3000e-003	0.0861	0.0368	3.9600e-003	0.0407	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8046

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3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	2.0000e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5340	0.5340	1.0000e-005	1.0000e-005	0.5383
Total	1.9000e-004	1.4000e-004	2.0000e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5340	0.5340	1.0000e-005	1.0000e-005	0.5383

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1239	0.0000	0.1239	0.0400	0.0000	0.0400	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0358	0.3506	0.2813	6.2000e-004		0.0163	0.0163		0.0150	0.0150	0.0000	54.5138	54.5138	0.0176	0.0000	54.9546
Total	0.0358	0.3506	0.2813	6.2000e-004	0.1239	0.0163	0.1401	0.0400	0.0150	0.0549	0.0000	54.5138	54.5138	0.0176	0.0000	54.9546

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3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8700e-003	0.1227	0.0317	5.1000e-004	0.0154	7.4000e-004	0.0161	4.2300e-003	7.1000e-004	4.9400e-003	0.0000	51.1762	51.1762	2.8800e-003	8.1300e-003	53.6710
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.5000e-004	6.3400e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6952	1.6952	4.0000e-005	4.0000e-005	1.7088
Total	2.4600e-003	0.1232	0.0381	5.3000e-004	0.0176	7.5000e-004	0.0184	4.8200e-003	7.2000e-004	5.5400e-003	0.0000	52.8713	52.8713	2.9200e-003	8.1700e-003	55.3798

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1239	0.0000	0.1239	0.0400	0.0000	0.0400	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0358	0.3506	0.2813	6.2000e-004		0.0163	0.0163		0.0150	0.0150	0.0000	54.5138	54.5138	0.0176	0.0000	54.9545
Total	0.0358	0.3506	0.2813	6.2000e-004	0.1239	0.0163	0.1401	0.0400	0.0150	0.0549	0.0000	54.5138	54.5138	0.0176	0.0000	54.9545

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3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8700e-003	0.1227	0.0317	5.1000e-004	0.0154	7.4000e-004	0.0161	4.2300e-003	7.1000e-004	4.9400e-003	0.0000	51.1762	51.1762	2.8800e-003	8.1300e-003	53.6710
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.5000e-004	6.3400e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6952	1.6952	4.0000e-005	4.0000e-005	1.7088
Total	2.4600e-003	0.1232	0.0381	5.3000e-004	0.0176	7.5000e-004	0.0184	4.8200e-003	7.2000e-004	5.5400e-003	0.0000	52.8713	52.8713	2.9200e-003	8.1700e-003	55.3798

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2121	227.2121	0.0537	0.0000	228.5554
Total	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2121	227.2121	0.0537	0.0000	228.5554

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5400e-003	0.1306	0.0478	5.9000e-004	0.0205	6.3000e-004	0.0211	5.9100e-003	6.0000e-004	6.5100e-003	0.0000	57.9191	57.9191	1.9700e-003	8.3400e-003	60.4548
Worker	0.0250	0.0189	0.2670	7.8000e-004	0.0930	5.4000e-004	0.0935	0.0247	5.0000e-004	0.0252	0.0000	71.4342	71.4342	1.7700e-003	1.7800e-003	72.0085
Total	0.0285	0.1495	0.3148	1.3700e-003	0.1135	1.1700e-003	0.1146	0.0306	1.1000e-003	0.0317	0.0000	129.3532	129.3532	3.7400e-003	0.0101	132.4632

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2119	227.2119	0.0537	0.0000	228.5551
Total	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2119	227.2119	0.0537	0.0000	228.5551

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5400e-003	0.1306	0.0478	5.9000e-004	0.0205	6.3000e-004	0.0211	5.9100e-003	6.0000e-004	6.5100e-003	0.0000	57.9191	57.9191	1.9700e-003	8.3400e-003	60.4548
Worker	0.0250	0.0189	0.2670	7.8000e-004	0.0930	5.4000e-004	0.0935	0.0247	5.0000e-004	0.0252	0.0000	71.4342	71.4342	1.7700e-003	1.7800e-003	72.0085
Total	0.0285	0.1495	0.3148	1.3700e-003	0.1135	1.1700e-003	0.1146	0.0306	1.1000e-003	0.0317	0.0000	129.3532	129.3532	3.7400e-003	0.0101	132.4632

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4200e-003	0.0619	0.0951	1.5000e-004		3.0500e-003	3.0500e-003		2.8000e-003	2.8000e-003	0.0000	13.0173	13.0173	4.2100e-003	0.0000	13.1225
Paving	7.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0135	0.0619	0.0951	1.5000e-004		3.0500e-003	3.0500e-003		2.8000e-003	2.8000e-003	0.0000	13.0173	13.0173	4.2100e-003	0.0000	13.1225

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330
Total	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4200e-003	0.0619	0.0951	1.5000e-004		3.0500e-003	3.0500e-003		2.8000e-003	2.8000e-003	0.0000	13.0172	13.0172	4.2100e-003	0.0000	13.1225
Paving	7.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0135	0.0619	0.0951	1.5000e-004		3.0500e-003	3.0500e-003		2.8000e-003	2.8000e-003	0.0000	13.0172	13.0172	4.2100e-003	0.0000	13.1225

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330
Total	2.9000e-004	2.2000e-004	3.0900e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8264	0.8264	2.0000e-005	2.0000e-005	0.8330

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9455					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1700e-003	7.9200e-003	0.0118	2.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	1.6596	1.6596	9.0000e-005	0.0000	1.6620
Total	0.9467	7.9200e-003	0.0118	2.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	1.6596	1.6596	9.0000e-005	0.0000	1.6620

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.5000e-004	3.5000e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9366	0.9366	2.0000e-005	2.0000e-005	0.9441
Total	3.3000e-004	2.5000e-004	3.5000e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9366	0.9366	2.0000e-005	2.0000e-005	0.9441

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9455					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1700e-003	7.9200e-003	0.0118	2.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	1.6596	1.6596	9.0000e-005	0.0000	1.6620
Total	0.9467	7.9200e-003	0.0118	2.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	1.6596	1.6596	9.0000e-005	0.0000	1.6620

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.5000e-004	3.5000e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9366	0.9366	2.0000e-005	2.0000e-005	0.9441
Total	3.3000e-004	2.5000e-004	3.5000e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9366	0.9366	2.0000e-005	2.0000e-005	0.9441

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0975	0.1157	1.0643	2.4200e-003	0.2681	1.7500e-003	0.2698	0.0715	1.6200e-003	0.0731	0.0000	224.4009	224.4009	0.0147	9.3700e-003	227.5600
Unmitigated	0.0975	0.1157	1.0643	2.4200e-003	0.2681	1.7500e-003	0.2698	0.0715	1.6200e-003	0.0731	0.0000	224.4009	224.4009	0.0147	9.3700e-003	227.5600

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	225.99	19.81	7.96	708,809	708,809
Total	225.99	19.81	7.96	708,809	708,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unrefrigerated Warehouse-No Rail	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	116.8565	116.8565	9.8600e-003	1.2000e-003	117.4594
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	116.8565	116.8565	9.8600e-003	1.2000e-003	117.4594
NaturalGas Mitigated	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169
NaturalGas Unmitigated	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	303960	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169
Total		1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	303960	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169
Total		1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2205	16.2205	3.1000e-004	3.0000e-004	16.3169

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	658920	116.8565	9.8600e-003	1.2000e-003	117.4594
Total		116.8565	9.8600e-003	1.2000e-003	117.4594

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	658920	116.8565	9.8600e-003	1.2000e-003	117.4594
Total		116.8565	9.8600e-003	1.2000e-003	117.4594

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138
Unmitigated	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0946					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.1000e-004	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138
Total	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0946					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.1000e-004	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138
Total	0.8323	6.0000e-005	6.6200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	3.0000e-005	0.0000	0.0138

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	123.9037	1.5464	0.0374	173.7121
Unmitigated	123.9037	1.5464	0.0374	173.7121

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	47.175 / 0	123.9037	1.5464	0.0374	173.7121
Total		123.9037	1.5464	0.0374	173.7121

Amar Industry Hills Development Project - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	47.175 / 0	123.9037	1.5464	0.0374	173.7121
Total		123.9037	1.5464	0.0374	173.7121

8.0 Waste Detail

8.1 Mitigation Measures Waste

Amar Industry Hills Development Project - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	38.9256	2.3004	0.0000	96.4364
Unmitigated	38.9256	2.3004	0.0000	96.4364

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	191.76	38.9256	2.3004	0.0000	96.4364
Total		38.9256	2.3004	0.0000	96.4364

Amar Industry Hills Development Project - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	191.76	38.9256	2.3004	0.0000	96.4364
Total		38.9256	2.3004	0.0000	96.4364

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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Amar Industry Hills Development Project - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Amar Industry Hills Development Project
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	204.00	1000sqft	4.68	204,000.00	0
Parking Lot	312.00	Space	1.14	0.00	0
Other Asphalt Surfaces	4.26	Acre	4.26	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	1.8	Precipitation Freq (Days)	22
Climate Zone	7			Operational Year	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - See SWAPE's comment on "Failure to Consider Potential Cold Storage Requirements."

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment - Consistent with the IS/MND's model.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Demolition - Consistent with the IS/MND's model.

Architectural Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors."

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Area Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors.'

Construction Off-road Equipment Mitigation - See SWAPE's comment on "Incorrect Application of Tier 3 and Tier 4 Interim Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDays	30.00	20.00
tblConstructionPhase	NumDays	300.00	196.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	PhaseEndDate	1/26/2024	1/17/2024
tblConstructionPhase	PhaseEndDate	2/9/2024	1/26/2024
tblConstructionPhase	PhaseEndDate	3/22/2024	2/23/2024
tblConstructionPhase	PhaseEndDate	5/16/2025	11/25/2024
tblConstructionPhase	PhaseEndDate	6/13/2025	12/12/2024
tblConstructionPhase	PhaseEndDate	7/11/2025	12/31/2024
tblConstructionPhase	PhaseStartDate	1/27/2024	1/18/2024
tblConstructionPhase	PhaseStartDate	2/10/2024	1/27/2024
tblConstructionPhase	PhaseStartDate	3/23/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	5/17/2025	11/26/2024
tblConstructionPhase	PhaseStartDate	6/14/2025	12/13/2024
tblGrading	AcresOfGrading	10.50	35.00
tblGrading	AcresOfGrading	80.00	120.00
tblGrading	MaterialExported	0.00	18,000.00
tblLandUse	LandUseSquareFeet	124,800.00	0.00
tblLandUse	LandUseSquareFeet	185,565.60	0.00
tblLandUse	LotAcreage	2.81	1.14

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Crawler Tractors
tblProjectCharacteristics	PrecipitationFrequency	33	22
tblProjectCharacteristics	WindSpeed	2.2	1.8
tblVehicleTrips	ST_TR	1.74	0.10
tblVehicleTrips	SU_TR	1.74	0.04
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Energy	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Mobile	0.7532	0.7927	8.1285	0.0188	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,918.7057	1,918.7057	0.1196	0.0738	1,943.7009
Total	5.3243	0.8748	8.2501	0.0193	2.0393	0.0195	2.0588	0.5432	0.0186	0.5618		2,016.7921	2,016.7921	0.1218	0.0756	2,042.3769

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Energy	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Mobile	0.7532	0.7927	8.1285	0.0188	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,918.7057	1,918.7057	0.1196	0.0738	1,943.7009
Total	5.3243	0.8748	8.2501	0.0193	2.0393	0.0195	2.0588	0.5432	0.0186	0.5618		2,016.7921	2,016.7921	0.1218	0.0756	2,042.3769

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	1/17/2024	5	13	
2	Site Preparation	Site Preparation	1/18/2024	1/26/2024	5	7	
3	Grading	Grading	1/27/2024	2/23/2024	5	20	
4	Building Construction	Building Construction	2/24/2024	11/25/2024	5	196	
5	Paving	Paving	11/26/2024	12/12/2024	5	13	
6	Architectural Coating	Architectural Coating	12/13/2024	12/31/2024	5	13	

Acres of Grading (Site Preparation Phase): 35

Acres of Grading (Grading Phase): 120

Acres of Paving: 5.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 306,000; Non-Residential Outdoor: 102,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Crawler Tractors	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	86.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	747.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,780.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.2912	0.0000	12.2912	1.8611	0.0000	1.8611			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	12.2912	0.9602	13.2513	1.8611	0.8922	2.7533		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1238	7.5174	2.0367	0.0331	1.0059	0.0477	1.0535	0.2758	0.0456	0.3214		3,640.5300	3,640.5300	0.2054	0.5783	3,818.0057
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045
Total	0.1685	7.5473	2.5404	0.0345	1.1735	0.0487	1.2222	0.3203	0.0465	0.3667		3,786.2895	3,786.2895	0.2088	0.5816	3,964.8102

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.2912	0.0000	12.2912	1.8611	0.0000	1.8611			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	12.2912	0.9602	13.2513	1.8611	0.8922	2.7533	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1238	7.5174	2.0367	0.0331	1.0059	0.0477	1.0535	0.2758	0.0456	0.3214		3,640.5300	3,640.5300	0.2054	0.5783	3,818.0057
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045
Total	0.1685	7.5473	2.5404	0.0345	1.1735	0.0487	1.2222	0.3203	0.0465	0.3667		3,786.2895	3,786.2895	0.2088	0.5816	3,964.8102

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3688	0.0000	23.3688	10.5032	0.0000	10.5032			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	23.3688	1.2294	24.5981	10.5032	1.1310	11.6342		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654
Total	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3688	0.0000	23.3688	10.5032	0.0000	10.5032			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	2.6609	27.1760	18.3356	0.0381	23.3688	1.2294	24.5981	10.5032	1.1310	11.6342	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654
Total	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.3851	0.0000	12.3851	3.9973	0.0000	3.9973			0.0000			0.0000
Off-Road	3.5801	35.0621	28.1278	0.0621		1.6270	1.6270		1.4969	1.4969		6,009.1193	6,009.1193	1.9435		6,057.7061
Total	3.5801	35.0621	28.1278	0.0621	12.3851	1.6270	14.0121	3.9973	1.4969	5.4941		6,009.1193	6,009.1193	1.9435		6,057.7061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1918	11.6434	3.1546	0.0512	1.5579	0.0739	1.6318	0.4271	0.0707	0.4978		5,638.6790	5,638.6790	0.3181	0.8958	5,913.5644
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0596	0.0398	0.6717	1.9200e-003	0.2236	1.2900e-003	0.2248	0.0593	1.1900e-003	0.0605		194.3460	194.3460	4.5600e-003	4.2900e-003	195.7393
Total	0.2514	11.6833	3.8262	0.0532	1.7815	0.0751	1.8566	0.4864	0.0718	0.5583		5,833.0250	5,833.0250	0.3227	0.9000	6,109.3037

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.3851	0.0000	12.3851	3.9973	0.0000	3.9973			0.0000			0.0000
Off-Road	3.5801	35.0621	28.1278	0.0621		1.6270	1.6270		1.4969	1.4969	0.0000	6,009.119 3	6,009.119 3	1.9435		6,057.706 1
Total	3.5801	35.0621	28.1278	0.0621	12.3851	1.6270	14.0121	3.9973	1.4969	5.4941	0.0000	6,009.119 3	6,009.119 3	1.9435		6,057.706 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1918	11.6434	3.1546	0.0512	1.5579	0.0739	1.6318	0.4271	0.0707	0.4978		5,638.679 0	5,638.679 0	0.3181	0.8958	5,913.564 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0596	0.0398	0.6717	1.9200e-003	0.2236	1.2900e-003	0.2248	0.0593	1.1900e-003	0.0605		194.3460	194.3460	4.5600e-003	4.2900e-003	195.7393
Total	0.2514	11.6833	3.8262	0.0532	1.7815	0.0751	1.8566	0.4864	0.0718	0.5583		5,833.025 0	5,833.025 0	0.3227	0.9000	6,109.303 7

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0368	1.2692	0.4803	6.0400e-003	0.2114	6.4100e-003	0.2178	0.0609	6.1300e-003	0.0670		651.0062	651.0062	0.0222	0.0937	679.4832
Worker	0.2564	0.1713	2.8881	8.2700e-003	0.9613	5.5400e-003	0.9668	0.2549	5.1000e-003	0.2600		835.6879	835.6879	0.0196	0.0185	841.6790
Total	0.2932	1.4405	3.3684	0.0143	1.1727	0.0120	1.1846	0.3158	0.0112	0.3270		1,486.6941	1,486.6941	0.0419	0.1122	1,521.1622

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0368	1.2692	0.4803	6.0400e-003	0.2114	6.4100e-003	0.2178	0.0609	6.1300e-003	0.0670		651.0062	651.0062	0.0222	0.0937	679.4832
Worker	0.2564	0.1713	2.8881	8.2700e-003	0.9613	5.5400e-003	0.9668	0.2549	5.1000e-003	0.2600		835.6879	835.6879	0.0196	0.0185	841.6790
Total	0.2932	1.4405	3.3684	0.0143	1.1727	0.0120	1.1846	0.3158	0.0112	0.3270		1,486.6941	1,486.6941	0.0419	0.1122	1,521.1622

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	1.0883					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0765	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045
Total	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	1.0883					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0765	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045
Total	0.0447	0.0299	0.5037	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		145.7595	145.7595	3.4200e-003	3.2200e-003	146.8045

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	145.4677					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	145.6485	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784
Total	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	145.4677					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	145.6485	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784
Total	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7532	0.7927	8.1285	0.0188	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,918.7057	1,918.7057	0.1196	0.0738	1,943.7009
Unmitigated	0.7532	0.7927	8.1285	0.0188	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,918.7057	1,918.7057	0.1196	0.0738	1,943.7009

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	225.99	19.81	7.96	708,809	708,809
Total	225.99	19.81	7.96	708,809	708,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Unrefrigerated Warehouse-No Rail	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
NaturalGas Unmitigated	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	832.767	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Total		8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.832767	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Total		8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

6.0 Area Detail

6.1 Mitigation Measures Area

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Unmitigated	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0392					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8800e-003	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Total	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0392					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8800e-003	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Total	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

7.0 Water Detail

7.1 Mitigation Measures Water

Amar Industry Hills Development Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Amar Industry Hills Development Project
Los Angeles-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	204.00	1000sqft	4.68	204,000.00	0
Parking Lot	312.00	Space	1.14	0.00	0
Other Asphalt Surfaces	4.26	Acre	4.26	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	1.8	Precipitation Freq (Days)	22
Climate Zone	7			Operational Year	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - See SWAPE's comment on "Failure to Consider Potential Cold Storage Requirements."

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment - Consistent with the IS/MND's model.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Demolition - Consistent with the IS/MND's model.

Architectural Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors."

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Area Coating - See SWAPE's comment on "Unsubstantiated Changes to Architectural Coating Emission Factors.'

Construction Off-road Equipment Mitigation - See SWAPE's comment on "Incorrect Application of Tier 3 and Tier 4 Interim Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDays	30.00	20.00
tblConstructionPhase	NumDays	300.00	196.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	NumDays	20.00	13.00
tblConstructionPhase	PhaseEndDate	1/26/2024	1/17/2024
tblConstructionPhase	PhaseEndDate	2/9/2024	1/26/2024
tblConstructionPhase	PhaseEndDate	3/22/2024	2/23/2024
tblConstructionPhase	PhaseEndDate	5/16/2025	11/25/2024
tblConstructionPhase	PhaseEndDate	6/13/2025	12/12/2024
tblConstructionPhase	PhaseEndDate	7/11/2025	12/31/2024
tblConstructionPhase	PhaseStartDate	1/27/2024	1/18/2024
tblConstructionPhase	PhaseStartDate	2/10/2024	1/27/2024
tblConstructionPhase	PhaseStartDate	3/23/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	5/17/2025	11/26/2024
tblConstructionPhase	PhaseStartDate	6/14/2025	12/13/2024
tblGrading	AcresOfGrading	10.50	35.00
tblGrading	AcresOfGrading	80.00	120.00
tblGrading	MaterialExported	0.00	18,000.00
tblLandUse	LandUseSquareFeet	124,800.00	0.00
tblLandUse	LandUseSquareFeet	185,565.60	0.00
tblLandUse	LotAcreage	2.81	1.14

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Crawler Tractors
tblProjectCharacteristics	PrecipitationFrequency	33	22
tblProjectCharacteristics	WindSpeed	2.2	1.8
tblVehicleTrips	ST_TR	1.74	0.10
tblVehicleTrips	SU_TR	1.74	0.04
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Energy	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Mobile	0.7425	0.8554	7.9111	0.0180	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,837.6203	1,837.6203	0.1222	0.0770	1,863.6137
Total	5.3136	0.9375	8.0326	0.0185	2.0393	0.0195	2.0588	0.5432	0.0186	0.5618		1,935.7067	1,935.7067	0.1244	0.0788	1,962.2897

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Energy	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Mobile	0.7425	0.8554	7.9111	0.0180	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,837.6203	1,837.6203	0.1222	0.0770	1,863.6137
Total	5.3136	0.9375	8.0326	0.0185	2.0393	0.0195	2.0588	0.5432	0.0186	0.5618		1,935.7067	1,935.7067	0.1244	0.0788	1,962.2897

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	1/17/2024	5	13	
2	Site Preparation	Site Preparation	1/18/2024	1/26/2024	5	7	
3	Grading	Grading	1/27/2024	2/23/2024	5	20	
4	Building Construction	Building Construction	2/24/2024	11/25/2024	5	196	
5	Paving	Paving	11/26/2024	12/12/2024	5	13	
6	Architectural Coating	Architectural Coating	12/13/2024	12/31/2024	5	13	

Acres of Grading (Site Preparation Phase): 35

Acres of Grading (Grading Phase): 120

Acres of Paving: 5.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 306,000; Non-Residential Outdoor: 102,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Crawler Tractors	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	86.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	747.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,780.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.2912	0.0000	12.2912	1.8611	0.0000	1.8611			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	12.2912	0.9602	13.2513	1.8611	0.8922	2.7533		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1158	7.8492	2.0639	0.0331	1.0059	0.0478	1.0536	0.2758	0.0457	0.3215		3,644.4204	3,644.4204	0.2049	0.5790	3,822.0738
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997
Total	0.1640	7.8822	2.5274	0.0345	1.1735	0.0488	1.2223	0.3203	0.0466	0.3669		3,782.5088	3,782.5088	0.2084	0.5824	3,961.2735

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.2912	0.0000	12.2912	1.8611	0.0000	1.8611			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	12.2912	0.9602	13.2513	1.8611	0.8922	2.7533	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.1158	7.8492	2.0639	0.0331	1.0059	0.0478	1.0536	0.2758	0.0457	0.3215			3,644.4204	3,644.4204	0.2049	0.5790	3,822.0738
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454			138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997
Total	0.1640	7.8822	2.5274	0.0345	1.1735	0.0488	1.2223	0.3203	0.0466	0.3669			3,782.5088	3,782.5088	0.2084	0.5824	3,961.2735

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3688	0.0000	23.3688	10.5032	0.0000	10.5032			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	23.3688	1.2294	24.5981	10.5032	1.1310	11.6342		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396
Total	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3688	0.0000	23.3688	10.5032	0.0000	10.5032			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	2.6609	27.1760	18.3356	0.0381	23.3688	1.2294	24.5981	10.5032	1.1310	11.6342	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396
Total	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.3851	0.0000	12.3851	3.9973	0.0000	3.9973			0.0000			0.0000
Off-Road	3.5801	35.0621	28.1278	0.0621		1.6270	1.6270		1.4969	1.4969		6,009.119 3	6,009.119 3	1.9435		6,057.706 1
Total	3.5801	35.0621	28.1278	0.0621	12.3851	1.6270	14.0121	3.9973	1.4969	5.4941		6,009.119 3	6,009.119 3	1.9435		6,057.706 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1793	12.1573	3.1967	0.0513	1.5579	0.0740	1.6320	0.4271	0.0708	0.4980		5,644.704 6	5,644.704 6	0.3174	0.8967	5,919.865 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0643	0.0440	0.6179	1.8200e-003	0.2236	1.2900e-003	0.2248	0.0593	1.1900e-003	0.0605		184.1179	184.1179	4.6300e-003	4.5800e-003	185.5996
Total	0.2436	12.2013	3.8146	0.0531	1.7815	0.0753	1.8568	0.4864	0.0720	0.5584		5,828.822 6	5,828.822 6	0.3221	0.9013	6,105.465 0

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.3851	0.0000	12.3851	3.9973	0.0000	3.9973			0.0000			0.0000
Off-Road	3.5801	35.0621	28.1278	0.0621		1.6270	1.6270		1.4969	1.4969	0.0000	6,009.119 3	6,009.119 3	1.9435		6,057.706 1
Total	3.5801	35.0621	28.1278	0.0621	12.3851	1.6270	14.0121	3.9973	1.4969	5.4941	0.0000	6,009.119 3	6,009.119 3	1.9435		6,057.706 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1793	12.1573	3.1967	0.0513	1.5579	0.0740	1.6320	0.4271	0.0708	0.4980		5,644.704 6	5,644.704 6	0.3174	0.8967	5,919.865 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0643	0.0440	0.6179	1.8200e-003	0.2236	1.2900e-003	0.2248	0.0593	1.1900e-003	0.0605		184.1179	184.1179	4.6300e-003	4.5800e-003	185.5996
Total	0.2436	12.2013	3.8146	0.0531	1.7815	0.0753	1.8568	0.4864	0.0720	0.5584		5,828.822 6	5,828.822 6	0.3221	0.9013	6,105.465 0

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0355	1.3289	0.4955	6.0500e-003	0.2114	6.4500e-003	0.2178	0.0609	6.1700e-003	0.0670		652.1273	652.1273	0.0221	0.0939	680.6753
Worker	0.2764	0.1891	2.6570	7.8300e-003	0.9613	5.5400e-003	0.9668	0.2549	5.1000e-003	0.2600		791.7071	791.7071	0.0199	0.0197	798.0782
Total	0.3119	1.5180	3.1525	0.0139	1.1727	0.0120	1.1846	0.3158	0.0113	0.3271		1,443.8344	1,443.8344	0.0420	0.1137	1,478.7534

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0355	1.3289	0.4955	6.0500e-003	0.2114	6.4500e-003	0.2178	0.0609	6.1700e-003	0.0670		652.1273	652.1273	0.0221	0.0939	680.6753
Worker	0.2764	0.1891	2.6570	7.8300e-003	0.9613	5.5400e-003	0.9668	0.2549	5.1000e-003	0.2600		791.7071	791.7071	0.0199	0.0197	798.0782
Total	0.3119	1.5180	3.1525	0.0139	1.1727	0.0120	1.1846	0.3158	0.0113	0.3271		1,443.8344	1,443.8344	0.0420	0.1137	1,478.7534

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	1.0883					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0765	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997
Total	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	1.0883					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0765	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997
Total	0.0482	0.0330	0.4634	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		138.0884	138.0884	3.4700e-003	3.4400e-003	139.1997

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	145.4677					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	145.6485	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596
Total	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	145.4677					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	145.6485	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596
Total	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7425	0.8554	7.9111	0.0180	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,837.620 3	1,837.620 3	0.1222	0.0770	1,863.613 7
Unmitigated	0.7425	0.8554	7.9111	0.0180	2.0393	0.0131	2.0524	0.5432	0.0122	0.5554		1,837.620 3	1,837.620 3	0.1222	0.0770	1,863.613 7

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	225.99	19.81	7.96	708,809	708,809
Total	225.99	19.81	7.96	708,809	708,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Unrefrigerated Warehouse-No Rail	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
NaturalGas Unmitigated	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	832.767	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Total		8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.832767	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548
Total		8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.9726	97.9726	1.8800e-003	1.8000e-003	98.5548

6.0 Area Detail

6.1 Mitigation Measures Area

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Unmitigated	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0392					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8800e-003	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Total	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0392					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8800e-003	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213
Total	4.5622	4.8000e-004	0.0530	0.0000		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		0.1139	0.1139	3.0000e-004		0.1213

7.0 Water Detail

7.1 Mitigation Measures Water

Amar Industry Hills Development Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G., C.Hg.
(949) 887-9013
mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nationwide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.

- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Clean up at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.



Technical Consultation, Data Analysis and
Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution*. **233**, 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

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Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

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Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

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Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. *The 23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference Orlando, FL*.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a
AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido” Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilbert, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email

January 8, 2024

Dina Lomeli, Contract Senior Planner
Planning Division
City of Industry
15625 Mayor Dave Way
City of Industry, CA 91744
dlomeli@cityofindustry.org

**Re: Comment on Mitigated Negative Declaration, Amar Industry Hills
Development (DP 22-07, GPA 22-02, ZA 22-02, PM No. 356)**

Dear Ms. Lomeli:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility (“SAFER”) regarding the Initial Study and Mitigated Negative Declaration (“IS/MND”) prepared for the Amar Industry Hills Development (Development Plan 22-07, General Plan Amendment 22-02, Zone Amendment 22-02, and Parcel Map 356), which proposes development of a 205,460 square-foot tilt-up concrete industrial building and associated improvements at 15940-16016 Amar Road and 15940-16040 Kaplan Avenue in the City of Industry (“Project”).

1-1

SAFER believes that the IS/MND is improper under the California Environmental Quality Act, and that an environmental impact report (“EIR”) is required because there is a fair argument that the Project may have adverse environmental impacts. SAFER requests that an EIR be prepared for the Project rather than an MND to ensure that potentially significant impacts of this Project are fully disclosed, analyzed, and mitigated.

1-2

SAFER reserves the right to supplement this comment throughout the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

1-3

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Drury".

Richard Drury
Lozeau Drury LLP

Supporters Alliance for Environmental Responsibility (Safer 1-1)

Response to SAFER 1-1

This comment includes a brief summary of the proposed project. No further response is required.

Response to SAFER 1-2

This comment expresses concern that the Initial Study Mitigated Negative Declaration is improper because there is a fair argument that the project may have adverse environmental impacts. Thus, the commenter requests that an EIR be prepared to address these shortcomings.

This comment is conclusory without any supporting evidence to demonstrate the assertions that an EIR is required. No further response is needed.

Response to SAFER 1-3

This comment states that the commenter has the right to supplement the comments they have made during the administrative process.

The comment is noted. No further response is required.