

CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING
AGENDA

September 24, 2020
9:00 AM



Mayor Cory C. Moss
Mayor Pro Tem Cathy Marcucci
Council Member Michael Greubel
Council Member Mark D. Radecki
Council Member Newell Ruggles

Location: City Council Chamber, 15651 East Stafford Street, City of Industry, California 91744

Addressing the City Council:

NOTICE OF TELEPHONIC MEETING:

- ***Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the City Council shall be held telephonically. Members of the public shall be able to attend the meeting telephonically and offer public comment by calling the following conference call number: 657-204-3264 and entering the following Conference ID: 878 510 002#. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public, Council Chambers will not be open for the meeting, and all public participation must occur by telephone at the number set forth above. Pursuant to the Executive Order, and in compliance with the Americans with Disabilities Act, if you need special assistance to participate in the City Council meeting (including assisted listening devices), please contact the City Clerk's Office at (626) 333-2211 by 5:00 p.m. on Tuesday, September 22, 2020, to ensure that reasonable arrangements can be made to provide accessibility to the meeting.***

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- ***Agenda Items:*** Members of the public may address the City Council on any matter listed on the Agenda. In order to conduct a timely meeting, there will be a three-minute time limit per person for any matter listed on the Agenda.
 - ***Public Comments (Non-Agenda Items Only):*** Anyone wishing to address the City Council 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 City Council from taking action on a specific item unless it appears on the posted Agenda.

Agendas and other writings:

In compliance with Government Code Section 54957.5(b), staff reports and other public records permissible for disclosure related to open session agenda items are available at City Hall, 15625 East Stafford Street, Suite 100, City of Industry, California, at the office of the City Clerk of the City Council during regular business hours, Monday through Thursday, 8:00 a.m. to 5:00 p.m., Fridays 8:00 a.m. to 4:00 pm. City Hall doors open to the public Monday through Friday 9:00 a.m. to 11:30 a.m. and 1:30 p.m. to 3:30 p.m. Any person with a question concerning any agenda item may call the City Clerk's Office at (626) 333-2211.

1. Call to Order
2. Flag Salute
3. Roll Call
4. Public Comments

5. **CONSENT CALENDAR**

All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no separate discussion of these items unless members of the City Council, the public, or staff request specific items be removed from the Consent Calendar for separate action.

5.1 Consideration of the Register of Demands for September 24, 2020

RECOMMENDED ACTION: Approve the Register of Demands and authorize the appropriate City Officials to pay the bills.

5.2 Consideration of the minutes of the March 26, 2020 regular meeting, June 11, 2020 regular meeting and September 10, 2020 regular meeting

RECOMMENDED ACTION: Approve as submitted.

6. **ACTION ITEMS**

6.1 CONSIDERATION OF RESOLUTION NO. CC 2020-32 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING A DONATION TO THE CITY OF HOPE IN THE AMOUNT OF \$10,000.00 FOR THE WALK FOR HOPE ANNUAL 2K AND 5K WALK AND RUN

RECOMMENDED ACTION: Adopt Resolution No. CC 2020-32.

6.2 Consideration of Development Plan 19-13, to allow for the demolition of a 52,182 square foot existing industrial building, and construction of a new industrial building of approximately 76,856 square feet located at 13055 Temple Avenue

- 6.5 Consideration of the placement of advertisements with Civic Publications, Inc., in the amount of \$85,636.00, in its publications in the upcoming fiscal year

RECOMMENDED ACTION: Approve advertising with Civic Publications Inc.

- 6.6 Consideration of a Transfer Agreement with the Los Angeles County Flood Control District for the transfer and acceptance of Municipal Funds from the Safe, Clean Water Program through June 30, 2024

RECOMMENDED ACTION: Approve the Agreement.

- 6.7 Discussion and consideration of one appointment to serve on the City's Planning Commission

RECOMMENDED ACTION: Discuss and make the appointment to the Planning Commission and/or provide additional direction to Staff.

7. **CITY MANAGER REPORTS**

8. **AB 1234 REPORTS**

9. **CITY COUNCIL COMMUNICATIONS**

10. **CLOSED SESSION**

- 10.1 PUBLIC EMPLOYMENT PERFORMANCE EVALUATION PURSUANT TO GOVERNMENT CODE SECTION 54957(b)(1)
(Per City Manager's Employment Agreement)
TITLE: CITY MANAGER

- 10.2 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (one potential case)

- 10.3 Conference with real property negotiators pursuant to Government Code Section 54956.8:

Property: 334 El Encanto Road, City of Industry, CA also known as Assessor's Parcel Number 8208-027-014
Agency Negotiators: Troy Helling, City Manager
Bing Hyun, Assistant City Manager
Negotiating Parties: Gaytan Group LLC
Under Negotiation: Price and terms of payment

10.4 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)

Case: City of Industry v. San Gabriel Valley Water and Power, LLC, et al.

Superior Court of California, County of Los Angeles

Case No.: 19STCV10150

11. Adjournment. The next regular City Council Meeting will be Thursday, October 8, 2020 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

**CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF SEPTEMBER 24, 2020**

FUND RECAP:

<u>FUND</u>	<u>DESCRIPTION</u>	<u>DISBURSEMENTS</u>
100	GENERAL FUND	5,521,496.94
103	PROP A FUND	6,296.55
120	CAPITAL IMPROVEMENT FUND	745,892.69
TOTAL ALL FUNDS		6,273,686.18

BANK RECAP:

<u>BANK</u>	<u>NAME</u>	<u>DISBURSEMENTS</u>
BOFA	BANK OF AMERICA - CKING ACCOUNT	391,637.73
PROP/A	PROP A - CKING ACCOUNT	6,296.55
REF	REFUSE - CKING ACCOUNT	3,015,796.25
WFBK	WELLS FARGO - CKING ACCOUNT	2,859,955.65
TOTAL ALL BANKS		6,273,686.18

APPROVED PER CITY MANAGER

**CITY OF INDUSTRY
BANK OF AMERICA
September 24, 2020**

Check	Date		Payee Name	Check Amount
CITYGEN.CHK - City General				
WT1172	09/09/2020		FIRST AMERICAN TITLE INSURANCE	\$140,000.00
	Invoice	Date	Description	Amount
	09/09/20	09/09/2020	PURCHASE PROPERTY 15710-15724 RAUSCH RD	\$140,000.00
WT1173	09/14/2020		FIRST AMERICAN TITLE INSURANCE	\$76,985.16
	Invoice	Date	Description	Amount
	09/14/20	09/14/2020	PURCHASE PROPERTY-14604 NELSON AVE	\$76,985.16
WT1174	07/20/2020		MIDAMERICA ADMINISTRATIVE &	\$34,652.57
	Invoice	Date	Description	Amount
	AUG/SEP2020	07/20/2020	MEDICAL PREMIUM REIMBURSEMENTS	\$34,652.57
24468	09/16/2020		VOIDED- PAPER JAM	\$0.00
24469	09/09/2020		CIVIC RECREATIONAL INDUSTRIAL	\$140,000.00
	Invoice	Date	Description	Amount
	09/09/20	09/09/2020	TRANSFER FUNDS-CRIA A/P REG 9/9/20	\$140,000.00

Checks	Status	Count	Transaction Amount
	Total	5	\$391,637.73

CITY OF INDUSTRY

PROP A

September 24, 2020

Check	Date	Payee Name			Check Amount		
PROPA.CHK - Prop A Checking							
90216	09/16/2020	WALNUT VALLEY WATER DISTRICT			\$588.06		
	Invoice	Date	Description	Amount			
	3771420	09/08/2020	08/02-08/31/20 SVC - PLATFORM METROLINK BREA	\$24.23			
	3770502	09/08/2020	08/01-08/31/20 SVC - IRR METROLINK STA-SPANISH	\$563.83			
90217	09/24/2020	CITY OF INDUSTRY-REFUSE			\$226.79		
	Invoice	Date	Description	Amount			
	4131249	09/01/2020	DISP SVC-METROLINK	\$226.79			
90218	09/24/2020	CNC ENGINEERING			\$1,672.50		
	Invoice	Date	Description	Amount			
	501519	09/10/2020	ANNUAL BUS STOP ADA IMPROVEMENTS	\$722.50			
	501520	09/10/2020	FULLETON RD GRADE SEPARATION STUDY	\$600.00			
	901521	09/10/2020	FAIRWAY DR GRADE SEPARATION	\$350.00			
90219	09/24/2020	INDUSTRY SECURITY SERVICES			\$3,708.80		
	Invoice	Date	Description	Amount			
	14-24865	09/11/2020	SECURITY SVC-METROLINK	\$1,631.36			
	14-24852	09/04/2020	SECURITY SVC-METROLINK	\$2,077.44			
90220	09/24/2020	SO CAL INDUSTRIES			\$100.40		
	Invoice	Date	Description	Amount			
	458252	09/09/2020	RR RENTAL-METROLINK	\$100.40			
				Checks	Status	Count	Transaction Amount
				Total		5	\$6,296.55

**CITY OF INDUSTRY
WELLS FARGO REFUSE
September 24, 2020**

Check	Date		Payee Name	Check Amount
REFUSE - Refuse Account				
WT277	09/02/2020		CITY OF INDUSTRY DISPOSAL CO.	\$1,515,796.25
	Invoice	Date	Description	Amount
	4132990	09/02/2020	REFUSE SVC 8/1-8/31/20	\$1,515,796.25
80151	09/09/2020		CITY OF INDUSTRY	\$1,500,000.00
	Invoice	Date	Description	Amount
	09/08/20	09/08/2020	TRANSFER FROM REFUSE TO CITY FOR	\$1,500,000.00

Checks	Status	Count	Transaction Amount
	Total	2	\$3,015,796.25

CITY OF INDUSTRY
WELLS FARGO VOIDED CHECKS
September 24, 2020

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
72569	12/12/2019	12/12/2019	BIGGS CARDOSA	(\$325.00)
	Invoice	Date	Description	Amount
			VOIDED-CK NOT RECEIVED	
	77260	10/5/2019	STRATEGIC PLANS FOR CITY BRIDGES	(\$325.00)
74287	09/10/2020	09/10/2020	PADILLA, YVETTE	(\$1,091.36)
	Invoice	Date	Description	Amount
			VOIDED-NEED BACKUP	
	8/24/20	08/24/2020	REIMBURSE FOR CLASS AT CAL STATE SAN	(\$1,091.36)

Check	Status	Count	Transaction Amount
	Total	2	(\$1,416.36)

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date				Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo						
74312	09/03/2020				ACME FURNITURE, INC.	\$9,800.00
	Invoice	Date	Description	Amount		
	9/3/2020	09/03/2020	COVID-19 REIMBURSEMENT PROGRAM	\$9,800.00		
74313	09/09/2020				D M V RENEWAL	\$22.00
	Invoice	Date	Description	Amount		
	LIC 1082679	09/04/2020	DUPLICATE TITLE REGISTRATION	\$22.00		
74314	09/09/2020				SAN GABRIEL VALLEY WATER CO.	\$11,877.25
	Invoice	Date	Description	Amount		
	2021-00000409	08/27/2020	07/28-08/26/20 SVC - PELLISSIER	\$513.17		
	2021-00000410	08/27/2020	07/28-08/26/20 SVC - S/E COR OF PELLISSIER	\$1,621.60		
	2021-00000411	08/27/2020	07/28-08/26/20 SVC - PECK/UNION PACIFIC BRIDGE	\$1,143.69		
	2021-00000412	08/27/2020	07/28-08/26/20 SVC - PELLISSIER	\$1,026.92		
	2021-00000413	08/27/2020	07/28-08/26/20 SVC - PELLISSIER	\$542.33		
	2021-00000414	08/27/2020	07/28-08/26/20 SVC - STA 111-50 CROSSROADS PKY	\$576.89		
	2021-00000415	08/27/2020	07/28-08/26/20 SVC - STA 129-00 CROSSROADS PKY	\$1,552.61		
	2021-00000416	08/27/2020	07/28-08/26/20 SVC - CROSSROADS PKY NORTH	\$1,410.52		
	2021-00000417	08/27/2020	07/28-08/26/20 SVC - CROSSROADS PKY SOUTH	\$1,816.74		
	2021-00000418	08/27/2020	07/28-08/26/20 SVC - STA 103-80 CROSSROADS PKY	\$230.40		
	2021-00000419	08/27/2020	07/28-08/26/20 SVC - CROSSROADS PKY SOUTH	\$1,442.38		
74315	09/09/2020				SOCALGAS	\$16.55
	Invoice	Date	Description	Amount		
	2021-00000420	09/01/2020	07/30-08/28/20 SVC - 1 INDUSTRY HILLS PKWY	\$16.55		
74316	09/09/2020				SUBURBAN WATER SYSTEMS	\$1,214.11
	Invoice	Date	Description	Amount		

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
	180041516018	08/26/2020	07/24-08/26/20 SVC - AZUSA & GEMINI	\$1,214.11
74317	09/16/2020		09/16/2020	\$0.00
74318	09/16/2020		AT & T	\$9.01
	Invoice	Date	Description	Amount
	2021-00000450	09/01/2020	09/01-09/30/20 SVC - CITY WHITE PAGES	\$9.01
74319	09/16/2020		FRONTIER	\$1,135.64
	Invoice	Date	Description	Amount
	2021-00000451	09/02/2020	09/02-10/01/20 SVC - IH GOLF COURSE FUEL PUMP	\$144.99
	2021-00000452	09/01/2020	09/01-09/30/20 SVC - VARIOUS SITES	\$934.90
	2021-00000453	09/02/2020	09/02-10/01/20 SVC - 1015 NOGALES ST	\$55.75
74320	09/16/2020		LA VAPOR, INC.	\$2,200.00
	Invoice	Date	Description	Amount
	09/10/2020	09/10/2020	COVID-19 REIMBURSEMENT PROGRAM	\$2,200.00
74321	09/16/2020		SO CALIFORNIA EDISON COMPANY	\$36,706.46
	Invoice	Date	Description	Amount
	2021-00000458	09/02/2020	08/01-09/01/20 SVC - 1 VALLEY/AZUSA OL1	\$18.40
	2021-00000459	09/02/2020	08/01-09/01/20 SVC - VARIOUS SITES	\$113.99
	2021-00000460	09/05/2020	08/06-09/04/20 SVC - 1135 HATCHER AVE	\$525.15
	2021-00000461	09/04/2020	08/04-9/02/20 SVC - 15625 STAFFORD ST	\$9,157.49
	2021-00000462	09/05/2020	08/01-09/01/20 SVC - VARIOUS SITES	\$25,678.86
	2021-00000463	09/05/2020	08/06-09/04/20 SVC - 1123 HATCHER AVE STE A	\$235.75
	2021-00000464	09/09/2020	07/08-09/04/20 SVC - VARIOUS SITES	\$37.79
	2021-00000465	09/11/2020	07/15-09/08/20 SVC - VALLEY BLVD U-VARIOUS SITES	\$650.40

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
	2021-00000466	09/11/2020	08/11-09/10/20 SVC - 575 BALDWIN PARK BLVD U	\$70.09
	2021-00000467	09/12/2020	08/12-09/11/20 SVC - 490 7TH U	\$65.51
	2021-00000468	09/09/2020	08/05-09/05/20 SVC - 133 N AZUSA AVE	\$153.03
74322	09/16/2020		SOCALGAS	\$152.83
	Invoice	Date	Description	Amount
	2021-00000454	09/03/2020	08/03-09/01/20 SVC - 15651 STAFFORD ST	\$35.68
	2021-00000455	09/03/2020	08/03-09/01/20 SVC - 15633 RAUSCH RD	\$64.93
	2021-00000456	09/03/2020	08/03-09/01/20 SVC - 15625 STAFFORD ST APT A	\$14.30
	2021-00000457	09/03/2020	08/03-09/01/20 SVC - 15625 STAFFORD ST APT B	\$37.92
74323	09/16/2020		SUBURBAN WATER SYSTEMS	\$653.61
	Invoice	Date	Description	Amount
	180012138401	09/02/2020	08/05-09/02/20 SVC - NE CNR VALLEY/STIMS	\$653.61
74324	09/16/2020		THREE VALLEYS MUNICIPAL WATER	\$1,857.86
	Invoice	Date	Description	Amount
	05621	08/31/2020	08/01-08/31/20 SVC - TONNER CYN	\$1,857.86
74325	09/16/2020		VERIZON BUSINESS	\$188.50
	Invoice	Date	Description	Amount
	00136159	09/10/2020	08/01-08/31/20 SVC - VARIOUS SITES	\$141.48
	00136158	09/10/2020	08/01-08/31/20 SVC - VARIOUS SITES	\$47.02
74326	09/16/2020		VERIZON WIRELESS - LA	\$1,929.93
	Invoice	Date	Description	Amount
	9861602278	08/26/2020	07/27-08/26/20 SVC - VARIOUS WIRELESS SVC	\$1,929.93

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
74327	09/16/2020		WALNUT VALLEY WATER DISTRICT	\$27,349.27
	Invoice	Date	Description	Amount
	3770732	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #1	\$1,768.11
	3770733	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #2	\$2,149.59
	3770734	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #3	\$2,766.69
	3770735	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #4	\$1,605.42
	3770736	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #5	\$171.13
	3770730	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #6	\$2,132.76
	3770729	09/08/2020	08/01-08/31/20 SVC - SE GRAND XING PKWY MTR #7	\$2,521.72
	3770737	09/08/2020	08/01-08/31/20 SVC - MARCELLIN DR MTR #1	\$2,815.31
	3770738	09/08/2020	08/01-08/31/20 SVC - MARCELLIN DR MTR #2	\$1,996.25
	3770726	09/08/2020	08/01-08/31/20 SVC - MARCELLIN DR MTR #3	\$1,897.14
	3770739	09/08/2020	08/01-08/31/20 SVC - MARCELLIN DR MTR #4	\$2,143.98
	3770751	09/08/2020	08/02-08/31/20 SVC - MARCELLIN DR MTR #5	\$2,517.59
	3770745	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #1	\$64.46
	3770746	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #2	\$53.23
	3770740	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #3	\$49.04
	3770741	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #4	\$124.11
	3770742	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #5	\$119.93
	3770750	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #8	\$98.20
	3770747	09/08/2020	08/01-08/31/20 SVC - INDUSTRY WAY #9	\$90.72
	3770644	09/08/2020	08/01-08/31/20 SVC - KOHL/S CENTER/MEDIAN	\$318.86
	3770679	09/08/2020	08/01-08/31/20 SVC - 21350 VALLEY-MEDIAN	\$460.83
	3770695	09/08/2020	08/01-08/31/20 SVC - BREA CYN N OF RR TRKS	\$323.61
	3770696	09/08/2020	08/01-08/31/20 SVC - BREA CYN N OF CURRIER	\$74.90
	3770698	09/08/2020	08/01-08/31/20 SVC - 60 FWY INTERCHANGE FAIRWAY	\$44.98
	3770531	09/08/2020	08/01-08/31/20 SVC - IRR 820 FAIRWAY DR	\$97.95
	3770583	09/08/2020	08/01-08/31/20 SVC - LEMON AVE N OF CURRIER RD	\$83.09
	3770633	09/08/2020	08/01-08/31/20 SVC - FERRERO & GRAND EAST RAMP	\$773.02
	3771421	09/08/2020	08/02-08/31/20 SVC - PUMP STN BREA CYN	\$24.23
	3771646	09/08/2020	08/02-08/31/20 SVC - NOGALES PUMP STATION	\$62.42

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
74328	09/24/2020		ALL AMERICAN ASPHALT	\$284,756.49
	Invoice	Date	Description	Amount
	#4CITY-1433	09/01/2020	ARENTH AVE RECONSTRUCTION	\$299,743.68
74329	09/24/2020		AREA D	\$900.00
	Invoice	Date	Description	Amount
	FY 2020-2021	09/01/2020	DUES FOR FY 2020/2021	\$900.00
74330	09/24/2020		B AND T CATTLE	\$14,580.00
	Invoice	Date	Description	Amount
	119	08/31/2020	MAINT SVC-SEP 2020	\$14,580.00
74331	09/24/2020		BCM CUSTOMER SERVICE, INC.	\$2,050.00
	Invoice	Date	Description	Amount
	202084	09/01/2020	A/C MAINT-EL ENCANTO	\$2,050.00
74332	09/24/2020		BIGGS CARDOSA ASSOCIATES, INC.	\$1,211.66
	Invoice	Date	Description	Amount
	79384	08/05/2020	AZUSA AVE BRIDGE REPAINTING	\$1,211.66
74333	09/24/2020		BLAKE AIR CONDITIONING COMPANY	\$6,155.00
	Invoice	Date	Description	Amount
	57231	09/06/2020	EMERGENCY REPAIR-EL ENCANTO	\$912.00
	57261	09/09/2020	A/C REPAIR-EL ENCANTO	\$822.00
	57213	09/03/2020	A/C REPAIR-15559 RAUSCH RD (YAL/PO)	\$4,421.00
74334	09/24/2020		BRYAN PRESS	\$2,075.69

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
	Invoice	Date	Description	Amount
	0083698	08/26/2020	BUSINESS CARDS-M. GREUBEL & J. NELSON	\$76.65
	0083665	08/25/2020	NOTICE OF PARKING VIOLATIONS	\$1,999.04
74335	09/24/2020		CASC ENGINEERING AND	\$2,480.00
	Invoice	Date	Description	Amount
	42555	07/31/2020	NPDES CONSULTING-COI	\$2,480.00
74336	09/24/2020		CASSO & SPARKS, LLP	\$205,251.09
	Invoice	Date	Description	Amount
	20437	09/14/2020	COI-LEGAL SVC FOR JUN 2020	\$205,251.09
74337	09/24/2020		CINTAS CORPORATION LOC 693	\$387.99
	Invoice	Date	Description	Amount
	4060743601	09/04/2020	DOOR MATS	\$56.58
	4060154615	08/31/2020	DOOR MATS	\$56.58
	4060844494	09/08/2020	DOOR MATS	\$274.83
74338	09/24/2020		CITY OF INDUSTRY DISPOSAL CO.	\$2,319.81
	Invoice	Date	Description	Amount
	4129148	08/31/2020	DISP SVC-16200 TEMPLE AVE	\$84.51
	4129107	08/31/2020	DISP SVC-3226 GILMAN RD	\$84.51
	4129108	08/31/2020	DISP SVC-16000 TEMPLE AVE	\$140.85
	4129109	08/31/2020	DISP SVC-14362 PROCTOR AVE	\$84.51
	4129110	08/31/2020	DISP SVC-15710 NELSON AVE	\$28.17
	4129111	08/31/2020	DISP SVC-15702 NELSON AVE	\$28.17
	4129112	08/31/2020	DISP SVC-507 TURNBULL CYN RD	\$56.34
	4129113	08/31/2020	DISP SVC-15730 NELSON AVE	\$28.17

CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020

Check	Date	Payee Name	Check Amount
4129114	08/31/2020	DISP SVC-15644 NELSON AVE	\$28.17
4129115	08/31/2020	DISP SVC-15626 NELSON AVE	\$28.17
4129116	08/31/2020	DISP SVC-629 GIANO AVE	\$56.34
4129117	08/31/2020	DISP SVC-754 S 5TH AVE	\$136.63
4129118	08/31/2020	DISP SVC-210 S 9TH AVE	\$56.34
4129119	08/31/2020	DISP SVC-16020 HILL ST	\$28.17
4129120	08/31/2020	DISP SVC-15736 NELSON AVE	\$28.17
4129121	08/31/2020	DISP SVC-15634 NELSON AVE	\$28.17
4129122	08/31/2020	DISP SVC-257 TURNBULL CYN RD	\$42.26
4129123	08/31/2020	DISP SVC-643 GIANO AVE	\$56.34
4129124	08/31/2020	DISP SVC-15151 PROCTOR AVE	\$84.51
4129125	08/31/2020	DISP SVC-15157 WALBROOK DR	\$28.17
4129126	08/31/2020	DISP SVC-16000 HILL ST	\$28.17
4129127	08/31/2020	DISP SVC-16010 HILL ST	\$56.34
4129128	08/31/2020	DISP SVC-16014 HILL ST	\$28.17
4129129	08/31/2020	DISP SVC-16229 HANDORF RD	\$28.17
4129130	08/31/2020	DISP SVC-16242 HANDORF RD	\$56.34
4129131	08/31/2020	DISP SVC-16220 HANDORF RD	\$84.51
4129132	08/31/2020	DISP SVC-16218 HANDORF RD	\$28.17
4129133	08/31/2020	DISP SVC-16217 HANDORF RD	\$56.34
4129134	08/31/2020	DISP SVC-16227 HANDORF RD	\$28.17
4129135	08/31/2020	DISP SVC-16238 HANDORF RD	\$28.17
4129136	08/31/2020	DISP SVC-16224 HANDORF RD	\$28.17
4129137	08/31/2020	DISP SVC-15714 NELSON AVE	\$28.17
4129138	08/31/2020	DISP SVC-15652 NELSON AVE	\$28.17
4129139	08/31/2020	DISP SVC-134 TURNBULL CYN RD	\$28.17
4129140	08/31/2020	DISP SVC-14063 PROCTOR AVE	\$84.51
4129141	08/31/2020	DISP SVC-20137 E WALNUT DR S	\$28.17

**CITY OF INDUSTRY
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Check	Date		Payee Name	Check Amount
4129142	08/31/2020		DISP SVC-15722 NELSON AVE	\$28.17
4129143	08/31/2020		DISP SVC-17229 CHESTNUT ST	\$84.51
4129144	08/31/2020		DISP SVC-130 TURNBULL CYN RD	\$28.17
4129145	08/31/2020		DISP SVC-132 TURNBULL CYN RD	\$28.17
4129146	08/31/2020		DISP SVC-138 TURNBULL CYN RD	\$28.17
4129147	08/31/2020		DISP SVC-15236 VALLEY BLVD	\$169.02
4129149	08/31/2020		DISP SVC-14310 PROCTOR AVE	\$84.51
4129150	08/31/2020		DISP SVC-16212 TEMPLE AVE	\$84.51
74339	09/24/2020		CITY OF INDUSTRY-PAYROLL ACCT	\$125,000.00
	Invoice	Date	Description	Amount
	P/R PE 9/4/20	08/26/2020	REPLENISH PAYROLL FOR PE 9/4/20	\$125,000.00
74340	09/24/2020		CITY OF INDUSTRY-REFUSE	\$6,378.48
	Invoice	Date	Description	Amount
	4131401	09/01/2020	DISP SVC-205 N HUDSON AVE	\$226.79
	4132589	08/31/2020	DISP SVC-VALLEY BLVD/TEMPLE AVE	\$1,010.76
	4131195	09/01/2020	DISP AVC-TONNER CYN (CAMP COURAGE)	\$344.44
	4131649	09/01/2020	DISP SVC-CITY BUS STOPS	\$4,796.49
74341	09/24/2020		CNC ENGINEERING	\$202,804.35
	Invoice	Date	Description	Amount
	501455	09/10/2020	HATCHER YARD FACILITY DEMO	\$3,202.50
	501456	09/10/2020	SITE PLAN FOR SHERIFF TRAILER	\$6,305.00
	501457	09/10/2020	FOUR GRADE SEPARATION PUMP STATIONS	\$300.00
	501458	09/10/2020	CATCH BASIN RETROFITS	\$1,908.75
	501459	09/10/2020	KELLA AVE STORM DRAIN	\$4,747.50
	501460	09/10/2020	4TH AVE/TRAILSIDE WATERLINE IMPROVEMENTS	\$1,145.00

**CITY OF INDUSTRY
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Check	Date	Payee Name	Check Amount
501461	09/10/2020	GENERAL ENG 8/24-9/6/20	\$202.50
501462	09/10/2020	GENERAL ENG SVC-TRAFFIC	\$7,725.00
501463	09/10/2020	GENERAL ENG SVC-PLAN APPROVAL	\$12,285.00
501464	09/10/2020	GENERAL ENG SVC-COUNTER SERVICE	\$6,608.75
501465	09/10/2020	GENERAL ENG SVC-PERMITS	\$22,635.00
501466	09/10/2020	WALNUT DR SOUTH WIDENING	\$452.50
501467	09/10/2020	ARENTH AVE RECONSTRUCTION	\$9,717.50
501468	09/10/2020	AMAR RD STREETLIGHT INSTALLATION	\$135.00
501469	09/10/2020	TEMPLE AVE DUAL RIGHT TURN	\$615.00
501470	09/10/2020	BUSINESS PKY RECONSTRUCTION	\$770.00
501471	09/10/2020	ARENTH AVE STREET IMPROVEMENT	\$4,070.00
501472	09/10/2020	GENERAL ENG SVC 8/24-9/6/20	\$72,988.10
501473	09/10/2020	NPDES STORM WATER	\$4,305.00
501474	09/10/2020	TONNER CYN PROPERTY	\$1,515.00
501475	09/10/2020	REPLACEMENT OF STEEL WATERLINE-BREA CREEK	\$9,792.50
501476	09/10/2020	EXPANSION OF RECLAIMED WATER SYSTEM	\$123.75
501477	09/10/2020	CHINO RANCH #1 DAM RENOVATION	\$200.00
501478	09/10/2020	VARIOUS CITY PAID EXPENSES FOR TRES	\$5,612.50
501479	09/10/2020	CITY HALL MAINT	\$2,152.50
501480	09/10/2020	HOMESTEAD MUSEUM IMPROVEMENTS	\$1,050.00
501481	09/10/2020	SAFETY UPGRADES AT RR CROSSINGS	\$1,000.00
501482	09/10/2020	STIMSON AVE CROSSING	\$2,760.00
501485	09/10/2020	PAINT EVALUATION OF WROUGHT IRON FENCE	\$16,505.00
501486	09/10/2020	INDUSTRY HILLS FUEL TANKS DISPENSING	\$475.00
501491	09/10/2020	FOLLOW'S CAMP PROPERTY	\$1,500.00
74342	09/24/2020	CNC ENGINEERING	\$96,349.85
Invoice	Date	Description	Amount

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Check	Date	Payee Name	Check Amount
102020	09/10/2020	MEALS/WHEELS RENT-OCT 2020	\$5,000.00
501392	08/27/2020	AMAR RD STREETLIGHT INSTALLATION	\$320.00
501416	08/27/2020	AQMD GRANT FOR ELEC CAR CHARGING	\$200.00
501483	09/10/2020	EL ENCANTO HVAC MAINT	\$105.00
501484	09/10/2020	SAN JOSE AVE RECONSTRUCTION	\$700.00
501487	09/10/2020	605 FWY AND VALLEY BLVD INTERSECTION	\$500.00
501488	09/10/2020	AZUSA AVE BRIDGE REPAINTING	\$100.00
501489	09/10/2020	FISCAL YEAR BUDGET	\$14,020.00
501490	09/10/2020	ROWLAND ST RECONSTRUCTION	\$11,501.25
501492	09/10/2020	RESURFACING VALLEY BLVD	\$255.00
501493	09/10/2020	VARIOUS ASSIGNMENTS RELATED TO SA	\$437.50
501494	09/10/2020	TURNBULL CYN PROPERTIES	\$157.50
501495	09/10/2020	NELSON AVE/PUENTE AVE INTERSECTION	\$437.50
501496	09/10/2020	ARENTH AVE RECONSTRUCTION	\$3,435.00
501497	09/10/2020	TARGET SPEED SURVEY	\$300.00
501498	09/10/2020	CARTEGRAPH MGMT	\$24,160.00
501499	09/10/2020	GRAND AVE RECONSTRUCTION	\$750.00
501500	09/10/2020	CITYWIDE STREET LIGHT LED UPGRADES	\$855.00
501501	09/10/2020	ANNUAL SLURRY SEAL PROJECT	\$1,225.00
501502	09/10/2020	ANNUAL PAVEMENT REHABILITATION	\$1,050.00
501503	09/10/2020	STREETLIGHTS ON GALE AVE	\$7,822.50
501504	09/10/2020	STREETLIGHTS ALONG RAILROAD ST	\$11,605.00
501505	09/10/2020	REPLACEMENT OF WATER LINES AT TONNER CYN	\$3,600.00
501506	09/10/2020	SR57/60 CONFLUENCE PROJ	\$513.70
501507	09/10/2020	GRAND AVE BRIDGE WIDENING	\$774.90
501508	09/10/2020	PUENTE AVE GRADE SEPARATION	\$400.00
501509	09/10/2020	TURNBULL CYN RD GRADE SEPARATION	\$6,125.00

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Check	Date		Payee Name	Check Amount
74343	09/24/2020		CONSILIO, LLC	\$1,700.90
	Invoice	Date	Description	Amount
	INV194829	08/31/2020	DOCUMENT MGMT-AUG 2020	\$1,700.90
74344	09/24/2020		CONSOLIDATED ELECTRICAL	\$50.26
	Invoice	Date	Description	Amount
	3301-532858	08/24/2020	ELECTRICAL SUPPLIES-HOMESTEAD	\$50.26
74345	09/24/2020		CORELOGIC INFORMATION	\$192.50
	Invoice	Date	Description	Amount
	82038874	08/31/2020	GEOGRAPHIC PKG-AUG 2020	\$192.50
74346	09/24/2020		COUNTY OF LOS ANGELES	\$2,951.77
	Invoice	Date	Description	Amount
	0218P	08/19/2020	PEST ABATEMENT-TONNER CYN (FIRESTONE CAMP)	\$242.75
	0217P	08/19/2020	PEST ABATEMENT-TONNER CYN (FIRESTONE CAMP)	\$2,709.02
74347	09/24/2020		COUNTY OF LOS ANGELES	\$903.10
	Invoice	Date	Description	Amount
	0219P	08/19/2020	PEST ABATEMENT-TRES HERMANOS	\$903.10
74348	09/24/2020		CREATIVE IMAGE PRODUCTS	\$6,843.75
	Invoice	Date	Description	Amount
	1692	09/09/2020	10X20 CUSTOM CANOPY (5)-COVID 19	\$6,843.75
74349	09/24/2020		CSI SERVICES, INC.	\$380.00
	Invoice	Date	Description	Amount
	9976	08/25/2020	WROUGHT IRON FENCING-TEMPLE/AZUSA	\$380.00

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Check	Date		Payee Name	Check Amount
74350	09/24/2020		DIRECTV - FOR BUSINESS	\$127.24
	Invoice	Date	Description	Amount
	37731398372	08/31/2020	RECEIVER/RSN FEES	\$127.24
74351	09/24/2020		EGOSCUE LAW GROUP, INC.	\$5,412.50
	Invoice	Date	Description	Amount
	12838	09/02/2020	LEGAL SVC-FOLLOW'S CAMP	\$5,412.50
74352	09/24/2020		ELEVATE PUBLIC AFFAIRS, LLC	\$21,000.00
	Invoice	Date	Description	Amount
	2000	09/02/2020	MEDIA CONSULTING-JUL 2020	\$15,000.00
	2002	09/02/2020	IBC STRATEGIC CONSULTING-AUG 2020	\$6,000.00
74353	09/24/2020		FIRST AMERICAN DATA TREE, LLC	\$200.00
	Invoice	Date	Description	Amount
	20088320820	08/31/2020	PROPERTY DATA INFORMATION	\$200.00
74354	09/24/2020		FRAZER, LLP	\$52,300.00
	Invoice	Date	Description	Amount
	168350	08/31/2020	COI-PROF SVC FOR AUG 2020	\$52,300.00
74355	09/24/2020		GMS ELEVATOR SERVICES, INC	\$145.00
	Invoice	Date	Description	Amount
	102861	09/01/2020	ELEVATOR MAINT-CITY HALL	\$145.00
74356	09/24/2020		HINDERLITER, DE LLAMAS AND	\$20,419.92
	Invoice	Date	Description	Amount
	SIN003005	08/20/2020	AUDIT SVC-SALES TAX	\$20,419.92

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Check	Date		Payee Name	Check Amount
74357	09/24/2020		HISTORICAL RESOURCES, INC.	\$21,178.94
	Invoice	Date	Description	Amount
	09/10/2020	09/10/2020	REIMBURSE FOR F&M CREDIT CARD	\$98.94
	COI2021-4	09/10/2020	ADMIN & MGMT SVC-HOMESTEAD	\$21,080.00
74358	09/24/2020		INDUSTRY SECURITY SERVICES	\$51,012.99
	Invoice	Date	Description	Amount
	14-24855	09/11/2020	SECURITY SVC 9/4-9/10/20	\$8,306.67
	14-24858	09/11/2020	SECURITY SVC-VARIOUS CITY SITES	\$17,996.41
	14-24845	09/04/2020	SECURITY SVC-VARIOUS CITY SITES	\$16,836.15
	14-24842	09/04/2020	SECURITY SVC 8/28-9/3/20	\$7,873.76
74359	09/24/2020		INDUSTRY TIRE SERVICE	\$187.27
	Invoice	Date	Description	Amount
	296780	08/27/2020	REPAIR TIRE-LIC E324821	\$18.00
	296879	09/01/2020	REPLACE TIRE-CITY TRAILER	\$169.27
74360	09/24/2020		JANUS PEST MANAGEMENT	\$8,288.00
	Invoice	Date	Description	Amount
	227181	08/25/2020	PEST SVC-17217 CHESTNUT ST	\$333.00
	227180	08/25/2020	PEST SVC-17229 CHESTNUT ST	\$332.00
	226733	08/17/2020	PEST SVC-CITY HALL	\$145.00
	226735	08/14/2020	PEST SVC-15660 STAFFORD (YAL/OFFICE OFFICE)	\$85.00
	226734	08/17/2020	PEST SVC-15651 STAFFORD (IBC)	\$145.00
	226240	08/26/2020	RODENT SVC-IBC LANDFILL	\$733.00
	226826	08/19/2020	PEST SVC-OLD BREA CYN RD (IBC)	\$168.00
	227176	08/25/2020	CHARGE FOR EQUIPMENT-CHESTNUT/ANAHEIM-	\$720.00

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Check	Date		Payee Name	Check Amount
226840	08/21/2020		RODENT SVC-CHESTNUT/ANAHEIM-PUENTE	\$448.00
226839	08/07/2020		RODENT SVC-CHESTNUT/ANAHEIM-PUENTE	\$448.00
226844	08/21/2020		RODENT SVC-HELIPAD PARKING LOT	\$243.00
226842	08/21/2020		RODENT SVC-HELIPAD PARKING LOT	\$243.00
226843	08/07/2020		RODENT SVC-HELIPAD PARKING LOT	\$243.00
226841	08/07/2020		RODENT SVC-HELIPAD PARKING LOT	\$243.00
226846	08/21/2020		RODENT SVC-HELIPAD	\$150.00
226845	08/07/2020		RODENT SVC-HELIPAD	\$150.00
226196	08/19/2020		PEST SVC-TONNER CYN	\$75.00
226673	08/19/2020		PEST SVC-TONNER CYN	\$125.00
226723	08/19/2020		PEST SVC-TONNER CYN	\$102.00
226724	08/19/2020		PEST SVC-TONNER CYN	\$122.00
226726	08/19/2020		PEST SVC-TONNER CYN	\$75.00
222878	05/01/2020		PEST SVC-HOMESTEAD	\$580.00
223928	06/01/2020		PEST SVC-HOMESTEAD	\$580.00
224984	07/01/2020		PEST SVC-HOMESTEAD	\$600.00
226097	08/01/2020		PEST SVC-HOMESTEAD	\$600.00
227208	09/01/2020		PEST SVC-HOMESTEAD	\$600.00
74361	09/24/2020		KEENAN AND ASSOCIATES	\$8,109.50
	Invoice	Date	Description	Amount
	249158	09/09/2020	SA-BOND COVERAGE	\$4,725.00
	249157	09/09/2020	COI-BOND COVERAGE	\$2,167.20
	249156	09/09/2020	COI-BOND COVERAGE	\$1,217.30
74362	09/24/2020		KLEINFELDER, INC.	\$20,739.45
	Invoice	Date	Description	Amount
	001296623	09/04/2020	BIXBY DR PCC PAVEMENT	\$9,957.55

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Check	Date		Payee Name	Check Amount
	001296618	09/04/2020	ARENTH AVE STREET IMPROVEMENT	\$10,781.90
74363	09/24/2020		L A COUNTY DEPT OF PUBLIC	\$96,712.93
	Invoice	Date	Description	Amount
	SA210000099	09/16/2020	PUMP HOUSE MAINT FY 19/20	\$96,712.93
74364	09/24/2020		L A COUNTY REGISTRAR-	\$121.42
	Invoice	Date	Description	Amount
	21-3000	08/31/2020	ELECTION EXPENSE ON 7/21/20	\$121.42
74365	09/24/2020		L A COUNTY SHERIFF'S	\$1,006,530.64
	Invoice	Date	Description	Amount
	210198AL	08/28/2020	SPECIAL EVENT-DIRECTED PATROL	\$56,614.28
	210123AL	08/28/2020	SHERIFF CONTRACT-JUL 2020	\$949,916.36
74366	09/24/2020		LOS ANGELES ENGINEERING, INC.	\$317,683.19
	Invoice	Date	Description	Amount
	#4GGS-0387-1	09/01/2020	GRAND AVE/GOLDEN SPRINGS DR INTERSECTION	\$38,815.50
	#4GGS-0387-3	09/01/2020	GRAND AVE/GOLDEN SPRINGS DR INTERSECTION	\$254,025.38
	#4GGS-0387-4	09/01/2020	GRAND AVE/GOLDEN SPRINGS DR INTERSECTION	\$41,562.50
74367	09/24/2020		BANNER BANK	\$16,720.19
	Invoice	Date	Description	Amount
	#4GGS-0387-1-R	09/01/2020	RETENTION-GRAND AVE/GOLDEN SPRINGS	\$1,940.78
	#4GGS-0387-4-R	09/01/2020	RETENTION-GRAND AVE/GOLDEN SPRINGS	\$2,078.13
	#4GGS-0387-3-R	09/01/2020	RETENTION-GRAND AVE/GOLDEN SPRINGS	\$12,701.28
74368	09/24/2020		OCEAN BLUE ENVIRONMENTAL	\$9,543.72
	Invoice	Date	Description	Amount

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Check	Date		Payee Name	Check Amount
	34093	08/24/2020	HAZARDOUS WASTE REMOVAL-AUG 2020	\$9,543.72
74369	09/24/2020		OLMOS PROFESSIONAL SERVICES	\$8,782.00
	Invoice	Date	Description	Amount
	366	08/31/2020	JANITORIAL SVC-CITY HALL	\$5,500.00
	368	08/31/2020	JANITORIAL SVC-IBC	\$1,467.00
	367	08/31/2020	JANITORIAL SVC-15660 STAFFORD (YAL)	\$1,815.00
74370	09/24/2020		PACIFIC UTILITY INSTALLATION	\$14,861.00
	Invoice	Date	Description	Amount
	22143	08/31/2020	CITY STREETLIGHT PROGRAM	\$1,915.00
	22144	08/31/2020	CITY STREETLIGHT PROGRAM	\$2,360.00
	22145	08/31/2020	CITY STREETLIGHT PROGRAM	\$1,915.00
	22146	08/31/2020	CITY STREETLIGHT PROGRAM	\$1,180.00
	22147	08/31/2020	CITY STREETLIGHT PROGRAM	\$2,232.00
	22148	08/31/2020	CITY STREETLIGHT PROGRAM	\$3,144.00
	22149	08/31/2020	CITY STREETLIGHT PROGRAM	\$2,115.00
74371	09/24/2020		PITNEY BOWES, INC.	\$156.71
	Invoice	Date	Description	Amount
	3104167876	08/30/2020	POSTAGE MACHINE-FIRST FLOOR	\$156.71
74372	09/24/2020		PRINCE GLOBAL SOLUTIONS, LLC	\$5,000.00
	Invoice	Date	Description	Amount
	018	09/09/2020	FEDERAL ADVOCACY-AUG 2020	\$5,000.00
74373	09/24/2020		R.F. DICKSON CO., INC.	\$19,260.78
	Invoice	Date	Description	Amount

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Check	Date		Payee Name	Check Amount
	2510428	08/31/2020	STREET & PARKING LOT SWEEPING	\$19,260.78
74374	09/24/2020		R.P. LAURAIN & ASSOCIATES, INC.	\$6,000.00
	Invoice	Date	Description	Amount
	9759	06/18/2020	APPRAIICAL FEES-220 N. HACIENDA & 150 N.	\$6,000.00
74375	09/24/2020		RICOH USA, INC.	\$18.28
	Invoice	Date	Description	Amount
	5060274217	08/26/2020	METER READING-ENGINEERING COPIER	\$18.28
74376	09/24/2020		ROBINSON'S FLOWERS	\$170.50
	Invoice	Date	Description	Amount
	3255	09/01/2020	FLOWERS AND DELIVERY	\$170.50
74377	09/24/2020		ROWLAND WATER DISTRICT	\$12,616.68
	Invoice	Date	Description	Amount
	082020	08/20/2020	ACE NOGALES LIFT STATION	\$12,616.68
74378	09/24/2020		SAN GABRIEL VALLEY	\$1,920.00
	Invoice	Date	Description	Amount
	20200910COIM	09/10/2020	LANDSCAPE SVC-TRAIL MAINT	\$1,920.00
74379	09/24/2020		SAN GABRIEL VALLEY NEWSPAPER	\$1,345.00
	Invoice	Date	Description	Amount
	0011407709	08/28/2020	NOTICE OF AVAILABILITY-DEV PLAN 19-13	\$590.00
	0011407698	08/28/2020	NOTICE OF AVAILABILITY-CUP 20-02	\$755.00
74380	09/24/2020		SAN GABRIEL VALLEY NEWSPAPER	\$972.00
	Invoice	Date	Description	Amount

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Check	Date		Payee Name	Check Amount
	0000490831	08/31/2020	MONTHLY ADVERTISING-HOMESTEAD	\$972.00
74381	09/24/2020		SC FUELS	\$40,654.64
	Invoice	Date	Description	Amount
	4397048	08/27/2020	DIESEL FUEL-INDUSTRY HILLS PUMPS	\$19,576.16
	4397049	08/27/2020	REGULAR FUEL-INDUSTRY HILLS PUMPS	\$21,078.48
74382	09/24/2020		SCS FIELD SERVICES	\$14,845.00
	Invoice	Date	Description	Amount
	0386163	08/31/2020	INDUSTRY HILLS-LANDFILL GAS SYSTEM	\$14,845.00
74383	09/24/2020		SO CAL INDUSTRIES	\$190.74
	Invoice	Date	Description	Amount
	457580	09/04/2020	FENCE RENTAL-IND HILLS	\$90.34
	458253	09/09/2020	RR RENTAL-TONNER CYN/GRAND AVE	\$100.40
74384	09/24/2020		SOUTH COAST A.Q.M.D.	\$144.51
	Invoice	Date	Description	Amount
	3638106	06/16/2020	AQMD FEE FY 19/20-EL ENCANTO	\$144.51
74385	09/24/2020		SOUTH COAST A.Q.M.D.	\$564.24
	Invoice	Date	Description	Amount
	3673213	09/01/2020	ICE EM ELEC GEN DIESEL-EL ENCANTO	\$421.02
	3675902	09/01/2020	FLAT FEE EMISSIONS-EL ENCANTO	\$143.22
74386	09/24/2020		SPARKLETTS	\$8.27
	Invoice	Date	Description	Amount
	17165913 082820	08/28/2020	WATER DELIVERY	\$8.27

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Check	Date		Payee Name	Check Amount
74387	09/24/2020		STAPLES BUSINESS ADVANTAGE	\$1,504.04
	Invoice	Date	Description	Amount
	8059500706	08/29/2020	OFFICE SUPPLIES	\$1,504.04
74388	09/24/2020		STATE COMPENSATION INS. FUND	\$1,985.92
	Invoice	Date	Description	Amount
	SEPTEMBER 2020	09/02/2020	WORKERS COMP PREMIUM FOR SEP 2020	\$1,985.92
74389	09/24/2020		THE TECHNOLOGY DEPOT	\$6,974.67
	Invoice	Date	Description	Amount
	14488	09/11/2020	NETWORK MAINT 9/-9/11/20	\$2,441.25
	14489	09/11/2020	NETOWRK MAINT-AFTR HRS ON 9/11/20	\$61.88
	14422	09/04/2020	NETWORK MAINT 8/31-9/3/20	\$3,598.75
	14463	09/01/2020	CLOUD BACKUP-OCT 2020	\$223.44
	14438	09/01/2020	ANNUAL FEE FOR VITA SUBSCRIPTION	\$362.10
	14437	09/01/2020	ANNUAL FEE FOR CLOUD CONNECT-YAL BLDG	\$287.25
74390	09/24/2020		TPX COMMUNICATIONS	\$1,360.71
	Invoice	Date	Description	Amount
	133932002-0	08/31/2020	INTERNET SVC-CITY HALL	\$1,360.71
74391	09/24/2020		TPX COMMUNICATIONS	\$2,126.46
	Invoice	Date	Description	Amount
	133871922-0	08/31/2020	TEL/INTERNET-HOMESTEAD	\$2,126.46
74392	09/24/2020		TURBO DATA SYSTEMS, INC	\$461.92
	Invoice	Date	Description	Amount

**CITY OF INDUSTRY
WELLS FARGO BANK
September 24, 2020**

Check	Date		Payee Name	Check Amount
	33297	08/31/2020	CITATION PROCESSING-JUL 2020	\$461.92
74393	09/24/2020		UNION PACIFIC RAILROAD COMPANY	\$81.33
	Invoice	Date	Description	Amount
	90099130	08/17/2020	PLAN REVIEW-WIDENING OF SAN JOSE AVE	\$81.33
74394	09/24/2020		WEATHERITE SERVICE	\$461.00
	Invoice	Date	Description	Amount
	L188088	08/31/2020	A/C MAINT-IBC	\$172.00
	L187973	08/25/2020	A/C MAINT-15660 STAFFORD/15559 RAUSCH RD	\$289.00
74395	09/24/2020		WILLDAN ENGINEERING	\$1,637.00
	Invoice	Date	Description	Amount
	00619679	08/14/2020	ENGINEERING SVC-VARIOUS SITES	\$1,637.00

Checks	Status	Count	Transaction Amount
	Total	84	\$2,861,372.01

CITY COUNCIL

ITEM NO. 5.2

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
MARCH 26, 2020
PAGE 1

CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Cory C. Moss at 9:00 a.m., telephonically using Conference Call Number, 657-204-3264, Conference ID: 5255752#.

FLAG SALUTE

The flag salute was led by Mayor Moss.

ROLL CALL

PRESENT: Cory C. Moss, Mayor
Cathy Marcucci, Mayor Pro Tem
Abraham Cruz, Council Member
Mark Radecki, Council Member
Newell W. Ruggles, Council Member

STAFF PRESENT: Troy Helling, City Manager; Bing Hyun, Assistant City Manager; Josh Nelson, Director of Public Works/City Engineer; Bianca Sparks, Assistant City Attorney; and Julie Robles, City Clerk.

PUBLIC COMMENTS

There were none.

CONSENT CALENDAR

5.1 CONSIDERATION OF THE REGISTER OF DEMANDS FOR MARCH 26, 2020

RECOMMENDED ACTION: Approve the Register of Demands and authorize the appropriate City Officials to pay the bills.

5.2 CONSIDERATION OF THE MINUTES OF THE JANUARY 23, 2020 REGULAR MEETING

RECOMMENDED ACTION: Approve as submitted.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
MARCH 26, 2020
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5.3 SECOND READING OF ORDINANCE NO. 809, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING SECTIONS 3.04.030 (AUTHORITY AND RESPONSIBILITY) AND 3.04.060 (EXCEPTIONS) OF CHAPTER 3.04 (PURCHASING SYSTEM), AMENDING SECTION 3.52.010 (FINDINGS AND PURPOSE) OF CHAPTER 3.52 (PUBLIC PROJECTS—BIDDING AND PROCEDURES), AND ADDING SECTION 3.52.170 (EXEMPTIONS FOR COOPERATIVE BIDDING) TO CHAPTER 3.52 (PUBLIC PROJECTS—BIDDING AND PROCEDURES) OF TITLE 3 (REVENUE AND FINANCE) OF THE CITY OF INDUSTRY MUNICIPAL CODE, TO PERMIT THE CITY TO UTILIZE COOPERATIVE PURCHASING AND BIDDING

RECOMMENDED ACTION:

Adopt Ordinance No. 809.

Council Member Ruggles recused himself from check number 73240 for item 1 (Register of Demands) due to a potential or actual financial conflict of interest due to he is employed by Haddick's Auto Body.

MOTION BY COUNCIL MEMBER RUGGLES, AND SECOND BY COUNCIL MEMBER CRUZ THAT THE RECOMMENDATIONS BE ACCEPTED FOR THE REMAINING ITEMS LISTED ON THE CONSENT CALENDAR, WITH COUNCIL MEMBER RUGGLES RECUSING HIMSELF FROM CHECK NUMBER 73240 ON ITEM 1 (REGISTER OF DEMANDS). MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

ACTION ITEMS

6.1 INTRODUCTION AND CONSIDERATION OF ORDINANCE NO. 810, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING CHAPTER 13.04 (WATER SERVICE) OF TITLE 13 (WATER AND SEWERS) OF THE CITY OF INDUSTRY MUNICIPAL CODE, IN ACCORDANCE WITH SENATE BILL 998; AND

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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CONSIDERATION OF URGENCY ORDINANCE NO. 811 U, AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, PURSUANT TO GOVERNMENT CODE SECTION 36937, AMENDING CHAPTER 13.04 (WATER SERVICE) OF TITLE 13 (WATER AND SEWERS) OF THE CITY OF INDUSTRY MUNICIPAL CODE, IN ACCORDANCE WITH SENATE BILL 998

RECOMMENDED ACTION: *Adopt Ordinance Nos. 810 and 811 U.*

Greg Galindo, General Manager for the La Puente Valley County Water District, provided a staff report and was available to answer any questions.

Bianca Sparks, Assistant City Attorney, added a supplement to the Staff Report, requiring that three separate actions were needed by motions. First, to adopt the Urgency Ordinance No. 811 U, second, to waive the reading of Ordinance 810 and read by title only, and third, to introduce Ordinance No. 810.

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MARCUCCI TO ADOPT URGENCY ORDINANCE NO. 811 U. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

MOTION BY COUNCIL MEMBER RUGGLES, AND SECOND BY MAYOR PRO TEM MARCUCCI TO WAIVE THE READING OF ORDINANCE NO. 810, AND READ BY TITLE ONLY. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

MOTION BY COUNCIL MEMBER RADECKI, AND SECOND BY COUNCIL MEMBER CRUZ TO INTRODUCE ORDINANCE NO. 810. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

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CITY OF INDUSTRY, CALIFORNIA
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AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

6.2 CONSIDERATION OF RESOLUTION NO. CC 2020-06 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY INDUSTRY, CALIFORNIA APPROVING A DONATION TO THE GABRIEL FOUNDATION IN THE AMOUNT OF ONE HUNDRED FIVE THOUSAND DOLLARS (\$105,000.00) TO SUPPORT COMMUNITY PROGRAMS AND EVENTS

RECOMMENDED ACTION: *Adopt Resolution No. CC 2020-06.*

Assistant City Manager, Bing Hyun provided a staff report and was available to answer any questions.

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY COUNCIL MEMBER RUGGLES TO ADOPT RESOLUTION NO. CC 2020-06. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

6.3 CONSIDERATION OF A MAINTENANCE SERVICES AGREEMENT WITH OCEAN BLUE ENVIRONMENTAL SERVICES, INC. FOR ON-CALL HAZARDOUS WASTE REMOVAL AND CLEAN UP SERVICES IN AN AMOUNT NOT-TO-EXCEED \$100,000.00 THROUGH MARCH 26, 2025

RECOMMENDED ACTION: *Approve the Agreement.*

Director of Public Works/City Engineer, Josh Nelson provided a staff report and was available to answer any questions.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MARCUCCI TO APPROVE THE AGREEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

6.4 CONSIDERATION OF A MEMORANDUM OF AGREEMENT WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE IMPLEMENTATION OF THE SAN GABRIEL VALLEY REGIONAL VEHICLE MILES TRAVELLED ANALYSIS MODEL FOR AN AMOUNT NOT-TO-EXCEED \$14,855.00

RECOMMENDED ACTION: Approve the Agreement.

Director of Public Works/City Engineer, Josh Nelson provided a staff report and was available to answer any questions.

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY COUNCIL MEMBER RADECKI TO APPROVE THE AGREEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

6.5 CONSIDERATION OF AMENDMENT NO. 1 TO THE MAINTENANCE SERVICES AGREEMENT WITH SST CONSTRUCTION, LLC, FOR MAINTENANCE AT THE METROLINK SOLAR CARPORT FACILITY, MAINTENANCE EXTENDING THE TERM THROUGH JUNE 30, 2022, REVISING THE RATE SCHEDULE, AND INCREASING COMPENSATION BY \$45,000.00, FOR A TOTAL AGREEMENT AMOUNT NOT-TO-EXCEED \$150,000.00

RECOMMENDED ACTION: Approve the Amendment.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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Director of Public Works/City Engineer, Josh Nelson provided a staff report and was available to answer any questions.

MOTION BY COUNCIL MEMBER RUGGLES, AND SECOND BY COUNCIL MEMBER CRUZ TO APPROVE THE AMENDMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

6.6 CONSIDERATION OF CHANGE ORDER NO. 1 AND NOTICE OF COMPLETION FOR AGREEMENT NO. CIP-STR-19-044-B ANNUAL SLURRY SEAL FY 18-19 TO DOUG MARTIN CONTRACTING COMPANY, INC.

RECOMMENDED ACTION: *Approve Change Order No. 1 and authorize the Mayor to execute the Change Order and authorize the City Engineer to execute the Notice of Completion.*

Director of Public Works/City Engineer, Josh Nelson provided a staff report and was available to answer any questions.

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY COUNCIL MEMBER RADECKI TO APPROVE CHANGE ORDER NO. 1 AND AUTHORIZE THE MAYOR TO EXECUTE THE CHANGE ORDER AND AUTHORIZE THE CITY ENGINEER TO EXECUTE THE NOTICE OF COMPLETION. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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6.7 DISCUSSION AND CONSIDERATION OF THE HOUSING ELEMENT ANNUAL PROGRESS REPORT

RECOMMENDED ACTION: *Receive and file the Housing Element Annual Progress Report for 2019.*

Assistant City Manager, Bing Hyun provided a staff report and stated that due to COVID-19, there is a movement within the state to delay this report to the Governor's office by three to four months instead of the original due date of April 1, 2020. Assistant City Manager Bing Hyun was available to answer any questions.

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MARCUCCI TO RECEIVE AND FILE THE HOUSING ELEMENT ANNUAL PROGRESS REPORT FOR 2019. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MARCUCCI, MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

7. CITY MANAGER REPORTS

City Manager, Troy Helling mentioned that City Hall has been closed since March 12th, due to the COVID-19 Virus but the phones and emails are being received by employees working from home. Periodically staff is coming to the office to pick up and drop off work.

The City is actively working on a Food Drive with the City of La Puente, working with Meals on Wheels and helping to supply El Encanto Healthcare Facility with supplies.

8. AB 1234 REPORTS

There were none.

9. CITY COUNCIL COMMUNICATIONS

Mayor Cory Moss thanked everyone for their patience and cooperation during this difficult time and to check on each other and neighbors for any needed support. This was our first attempt at an electronic meeting, and it went very well.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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ADJOURNMENT

There being no further business, the City Council adjourned at 9:47 a.m.

CORY C. MOSS
MAYOR

JULIE ROBLES
CITY CLERK

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
JUNE 11, 2020
PAGE 1

CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Cory C. Moss at 9:00 a.m., telephonically using Conference Call Number, 657-204-3264, Conference ID: 853 199 51#.

FLAG SALUTE

The flag salute was led by Mayor Moss.

ROLL CALL

PRESENT: Cory C. Moss, Mayor
Cathy Marcucci, Mayor Pro Tem
Abraham Cruz, Council Member
Mark Radecki, Council Member
Newell W. Ruggles, Council Member

STAFF PRESENT: Troy Helling, City Manager; Bing Hyun, Assistant City Manager; Josh Nelson, Director of Public Works/City Engineer; James M. Casso, City Attorney; and Julie Robles, City Clerk.

PUBLIC COMMENTS

There were no public comments.

PRESENTATION – TIM SEAL, CO-CHAIR OF THE GABRIEL FOUNDATION, SPEAKING ON BEHALF OF THE INDUSTRY HILLS CHARITY PRO RODEO.

Tim Seal, spoke on the success of last year's Rodeo being one of the most successful years, collecting \$110,000.00 for local charities.

The year 2021 is the 35th anniversary of the Industry Hills Charity Pro Rodeo. Based on the COVID-19 boundaries that are set forth for the City, the possibility of losing sponsorship and attendance, plus the liability of not knowing where we will be in October, a difficult decision was made at the recent Executive Committee Meeting to cancel the Rodeo for 2021. Also, at the June 10, 2020 CRIA meeting the board agreed to cancel all major events at the Expo Center throughout the rest of 2020.

CITY COUNCIL REGULAR MEETING MINUTES
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Rather than cancel the event completely Tim Seal suggested keeping the Rodeo visible by doing the following four things.

1. Develop a 35-year Rodeo Retrospective Documentary with photos, videos and highlights on the major sponsors, key volunteers and charities, along with a focus on Dave Perez, Ken Rammel, and Tom Moreland on how the rodeo came about.
2. Partner with the Hacienda La Puente School Districts to have a Rodeo Community Kids Day. We will continue with the poster contest, interactive activity packets, have a western dress day and keep the districts, parents and students involved, so as to keep the concept of the rodeo going.
3. Two Drive-In movie nights at the Expo Center showing both the 35-year documentary and a western type movie.
4. Lastly, in 2021 when things settle down from the COVID-19 virus, we would like to sponsor a 35-Year Anniversary Dinner Event with all the major sponsors, key volunteers, charities and develop the first Industry Hills Charity Pro Rodeo Hall of Fame with three inductees. The inductees being Dave Perez, Ken Rammel, and Tom Moreland, the three that got everything started.

All of these events will cost approximately \$25,000.00. Losing support from the City of Industry and/or the Gabriel Foundation would be devastating to the future of the charity. Should the City allow to keep the current grant previously approved, along with at least a percentage of donations from the sponsors, and limited expenses, we feel we can still provide donations to charities as well as, if not better than we did last year.

Both Mayor Pro Tem Cathy Marcucci and Mayor Cory Moss liked the ideas and thought it was very forward thinking, and creative. The Community loves this event, and this will keep the Rodeo in everyone's mind. It was agreed to move forward on these ideas with both Co-Chair Tim Seal and Co-Chair Ken Calvo keeping the Council informed and up to date.

CONSENT CALENDAR

6.1 CONSIDERATION OF THE REGISTER OF DEMANDS FOR JUNE 11, 2020

RECOMMENDED ACTION: *Approve the Register of Demands and authorize the appropriate City Officials to pay the bills.*

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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6.2 CONSIDERATION OF A PARTICIPANT AGREEMENT WITH THE COUNTY OF LOS ANGELES AND PARTICIPATING ENTITIES FOR THE LOS ANGELES REGION – IMAGERY ACQUISITION CONSORTIUM 6 PROJECT IN THE AMOUNT OF \$34,138

RECOMMENDED ACTION:

Approve the Agreement.

Council Member Radecki recused himself from voting on check number 73731 for item 1 (Register of Demands) due to a potential or actual financial conflict of interest due to he is currently employed by Square Root Golf and Landscape.

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY COUNCIL MEMBER RUGGLES THAT THE RECOMMENDATIONS BE ACCEPTED FOR THE REMAINING ITEMS LISTED ON THE CONSENT CALENDAR, WITH COUNCIL MEMBER RADECKI RECUSING HIMSELF FROM CHECK NUMBER 73731 ON ITEM 1 (REGISTER OF DEMANDS). MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RADECKI, RUGGLES, MPT/MARCUCCI, M/MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

ACTION ITEMS

7.1 CONSIDERATION OF RESOLUTION NO. CC 2020-13 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING AND ESTABLISHING THE FISCAL YEAR 2020-2021 APPROPRIATIONS LIMITATION AND SELECTING THE GROWTH IN CALIFORNIA PER CAPITA INCOME AND COUNTY POPULATION GROWTH ADJUSTMENT FACTORS FOR THE CITY PURSUANT TO ARTICLE XIII B OF THE CALIFORNIA CONSTITUTION

RECOMMENDED ACTION:
13.

Adopt Resolution No. CC 2020-

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY COUNCIL MEMBER CRUZ TO ADOPT RESOLUTION NO. CC 2020-13. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

CITY COUNCIL REGULAR MEETING MINUTES
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AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

7.2 CONSIDERATION OF RESOLUTION NO. CC 2020-14 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING A DONATION TO PRICELESS PETS IN THE AMOUNT OF \$3,000.00

RECOMMENDED ACTION: *Adopt Resolution No. CC 2020-14.*

Public Affairs Manager, Sam Pedroza provided a staff report and was available to answer any questions.

MOTION BY MAYOR PRO TEM MARCUCCI, AND SECOND BY MAYOR MOSS TO ADOPT RESOLUTION NO. CC 2020-14. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

7.3 CONSIDERATION OF RESOLUTION NO. CC 2020-15 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING A DONATION TO HAND IN PAW IN THE AMOUNT OF \$3,000.00

RECOMMENDED ACTION: *Adopt Resolution No. CC 2020-15.*

Public Affairs Manager, Sam Pedroza provided a staff report and was available to answer any questions.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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MOTION BY MAYOR MOSS, AND SECOND BY COUNCIL MEMBER RADECKI TO ADOPT RESOLUTION NO. CC 2020-15. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

7.4 CONSIDERATION OF ACCEPTING AN EASEMENT FROM THE COUNTY OF LOS ANGELES FLOOD CONTROL DISTRICT FOR THE TURNBULL CANYON GRADE SEPARATION PROJECT IN THE AMOUNT OF \$71,520.00 (MP 99-60 #15)

RECOMMENDED ACTION: Approve the Easement.

Director of Public Works/City Engineer, Josh Nelson provided a staff report and was available to answer any questions.

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY COUNCIL MEMBER RUGGLES TO APPROVE THE EASEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RADECKI, RUGGLES, MARCUCCI,
MOSS
NOES: COUNCIL MEMBERS: NONE
ABSENT COUNCIL MEMBERS: NONE
ABSTAIN COUNCIL MEMBERS: NONE

CLOSED SESSION

City Clerk Robles announced there was a need for Closed Session as follows:

11.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
Case: Insurance Company of the West v. Majestic Realty, *et al.*
Superior Court of California, County of Los Angeles
Case No. 20STCV00198

Mayor Moss returned to the Joint Special Meeting at 9:27 a.m.

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CITY OF INDUSTRY, CALIFORNIA
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Mayor Moss recessed the meeting into Closed Session at 9:38 a.m.
Mayor Moss reconvened the meeting at 12:15 a.m. All members of the City Council were present.

City Attorney Casso reported out of Closed Session.

With regard to Closed Session item 11.1, direction was given to the City Attorney's office, no final action was taken. Nothing further to report.

CITY MANAGER REPORTS

City Manager, Troy Helling reported that City Hall will be closed for a deep cleaning of the entire office and will open on Monday, June 15th. It will be a split shift with staff coming in every other day for the next two weeks. We will re-evaluate after two weeks and we are happy to be coming back.

AB 1234 REPORTS

There were none.

CITY COUNCIL COMMUNICATIONS

Mayor Moss reported that tomorrow, Friday the 12th, the City is partnering with Los Angeles County Supervisor Solis's office and the Los Angeles Regional Food Bank for a large food distribution at the Expo Center. They anticipate a 78% increase in need of assistance since COVID-19. We anticipate 2,000 to 3,000 cars coming through so please be aware that there will be a large amount of traffic in the morning around the Expo Center, but it should be done by Noon.

ADJOURNMENT

There being no further business, the City Council adjourned at 12:49 p.m.

CORY C. MOSS
MAYOR

JULIE ROBLES
CITY CLERK

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
SEPTEMBER 10, 2020
PAGE 1

CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Cory C. Moss at 9:00 a.m., telephonically using Conference Call Number, 657-204-3264, Conference ID: 717 653 695#.

FLAG SALUTE

The flag salute was led by Mayor Cory Moss.

ROLL CALL

PRESENT: Cory C. Moss, Mayor
Cathy Marcucci, Mayor Pro Tem
Michael Greubel, Council Member
Mark Radecki, Council Member
Newell W. Ruggles, Council Member

STAFF PRESENT: Troy Helling, City Manager; Bing Hyun, Assistant City Manager; Josh Nelson, Director of Public Works/City Engineer/Assistant City Manager; James M. Casso, City Attorney; and Julie Robles, City Clerk.

City Attorney Casso, asked the Council if it would consider a motion to add an item, Conference with Legal Counsel - anticipated litigation, significant exposure, pursuant to Government Code Section 54956.9(d)(2), one potential case, to Closed Session (Item 10.2) on today's agenda. This was brought to the attention of the Attorney's office a day before yesterday following the posting of the agenda. This is allowed under the Brown Act Section 54954.2(b)(2) and would require at least a two thirds vote.

MOTION BY MAYOR MOSS, AND SECOND BY MAYOR PRO TEM MARCUCCI TO ADD ITEM 10.2, TO THE AGENDA UNDER CLOSED SESSION. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	GREUBEL, RADECKI, RUGGLES, MPT/MARCUCCI, M/MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
SEPTEMBER 10, 2020
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Mayor Cory Moss asked to adjourn today's meeting in memory of Dan Holloway who passed away unexpectedly on Tuesday, September 8, 2020. He was a Planning Commissioner for the city of La Puente for six years, a Council Member beginning in 2007, and re-elected in 2012 and 2016. Dan served as Mayor three times and as Mayor Pro Tem four times. He was also a United States Veteran. He was a dear friend, mentor and colleague and will be greatly missed.

PUBLIC COMMENTS

Stephanie Moreno from San Gabriel Basin Water Quality Authority (SGBWQA) requested, via email, to submit an invitation to the Council Members for an online webinar regarding Special Updates for City Officials. The topics include "New City Funding for Groundwater Treatment" and "PFAS Impact on the San Gabriel Valley".

CONSENT CALENDAR

5.1 CONSIDERATION OF THE REGISTER OF DEMANDS FOR SEPTEMBER 10, 2020

RECOMMENDED ACTION: *Approve the Register of Demands and authorize the appropriate City Officials to pay the bills.*

5.2 CONSIDERATION OF THE MINUTES OF THE AUGUST 13, 2020 REGULAR MEETING, AUGUST 27, 2020 REGULAR MEETING AND AUGUST 27, 2020 SPECIAL MEETING

RECOMMENDED ACTION: *Approve as submitted.*

5.3 CONSIDERATION OF AMENDMENT NO. 1 TO THE TRASH EXCLUDER MAINTENANCE AGREEMENT WITH THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, FOR THE MAINTENANCE OF CATCH BASINS OWNED BY THE LACFCD LOCATED WITHIN CITY STREETS (CONTRACT NO. CIP-SD-18-040-B)

RECOMMENDED ACTION: *Approve the Amendment.*

Council Member Radecki recused himself from voting on check number 74303 for item 1 (Register of Demands) due to a potential or actual financial conflict of interest due to he is currently employed by Square Root Golf and Landscape.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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Council Member Ruggles recused himself from voting on check number 74272 for Item 1 (Register of Demands) due to a potential or actual financial conflict of interest due to he is employed by Haddick's Auto Body.

MOTION BY COUNCIL MEMBER GREUBEL, AND SECOND BY MAYOR PRO TEM MARCUCCI THAT THE RECOMMENDATIONS BE ACCEPTED FOR THE REMAINING ITEMS LISTED ON THE CONSENT CALENDAR, WITH COUNCIL MEMBER RADECKI RECUSING HIMSELF FROM CHECK NUMBER 74303 ON ITEM 1 (REGISTER OF DEMANDS), AND COUNCIL MEMBER RUGGLES RECUSING HIMSELF FROM CHECK NUMBER 74272 ON ITEM 1 (REGISTER OF DEMANDS). MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	GREUBEL, RADECKI, RUGGLES, MPT/MARCUCCI, M/MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

ACTION ITEMS

6.1 CONSIDERATION OF PROFESSIONAL SERVICES AGREEMENT WITH JEFF PARRIOTT PHOTOGRAPHIC SERVICES FOR HISTORICAL PHOTOGRAPHIC SERVICES, THROUGH JUNE 30, 2025, FOR AN AMOUNT NOT TO EXCEED \$250,000

RECOMMENDED ACTION:

Approve the Agreement.

Assistant City Manager Bing Hyun provided a staff report and was available to answer any questions.

MOTION BY COUNCIL MEMBER RADECKI, AND SECOND BY MAYOR PRO TEM MARCUCCI TO APPROVE THE AGREEMENT MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	GREUBEL, RADECKI, RUGGLES, MPT/MARCUCCI, M/MOSS
NOES:	COUNCIL MEMBERS:	NONE
ABSENT	COUNCIL MEMBERS:	NONE
ABSTAIN	COUNCIL MEMBERS:	NONE

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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CITY MANAGER REPORTS

City Manager Troy Helling said that at the next meeting staff will provide results from the testing reimbursement and the outdoor dining programs.

AB 1234 REPORTS

There were none.

CITY COUNCIL COMMUNICATIONS

Mayor Cory C. Moss said she is receiving a lot of calls and inquiries about rescuing large animals and sheltering them at the Expo Center due to the wildfires. No animals have been transferred yet, but the information is on our website and we are readily available to support these animals if needed.

CLOSED SESSION

City Clerk Robles announced there was a need for Closed Session as follows:

10.1 Conference with real property negotiators pursuant to Government Code Section 54956.8:

Property:	Assessor Parcel Number 8564-012-003 and 8564-012-004
Agency Negotiators:	Troy Helling, City Manager James M. Casso, General Counsel Joshua Nelson, Director of Public Works/City Engineer
Negotiating Parties:	Russell L Fox/Linda K Fox, owner
Under Negotiation:	Price and terms of payment

10.2 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2):
One Case

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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Mayor Moss recessed the meeting into Closed Session at 9:18 a.m.

Mayor Moss reconvened the meeting at 9:55 a.m. All members of the City Council were present.

City Attorney Casso reported out of Closed Session.

With regard to Closed Session items 10.1, direction was given to the Agency Negotiators. No final action was taken.

With regard to Closed Session items 10.2, direction was given to the City Attorney's office. No final action was taken, nothing further to report.

ADJOURNMENT

There being no further business, the City Council adjourned at 9:56 a.m.

CORY C. MOSS
MAYOR

JULIE ROBLES
CITY CLERK

CITY COUNCIL

ITEM NO. 6.1



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council
FROM: Troy Helling, City Manager *TH*
STAFF: Sam Pedroza, Public Affairs Manager
DATE: September 24, 2020
SUBJECT: Consideration of Resolution No. CC 2020-32 approving a donation to the City of Hope in the amount of \$10,000.00 for the Walk for Hope Annual 2K and 5K Walk and Run

Background:

Founded in 1913, City of Hope is a private, not for profit comprehensive research center located in Duarte. It specializes in providing services to people living with cancer, diabetes, and other serious illnesses, and has been a staple in the community throughout the years in caring for its patients. Its mission is to transform the future of health care by turning science into a practical benefit and hope into reality.

Discussion:

City of Hope organizes the Walk for Hope 2K and 5K Walk and Run event every October to bring awareness to breast and gynecological cancer, and raise funds for cancer research, treatments, and education. Due to the current pandemic, the walk will be held virtually on October 4, 2020. The City has been a long-time supporter of this event, including staff who have participated in the walk and run event in previous years. The requested donation of \$10,000.00 will support the City of Hope in its efforts to continue offering quality care, conducting innovative research, and providing vital cancer and diabetes education.

Fiscal Impact:

In the Fiscal Year 2020/2021 budget, \$350,000.00 was approved for Community Promotions and Economic Development. No appropriations are required at this time (Account No. 100-621-5601).

Recommendation:

- 1) Staff recommends that the City Council adopt Resolution No. CC 2020-32 approving a donation of \$10,000.00 to the City of Hope.

Exhibit:

A. Resolution No. CC 2020-32

TH/SP:yp

EXHIBIT A

Resolution No. CC 2020-32

[Attached]

RESOLUTION NO. CC 2020-32

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
INDUSTRY, CALIFORNIA APPROVING A DONATION TO THE
CITY OF HOPE IN THE AMOUNT OF TEN THOUSAND DOLLARS
(\$10,000.00) FOR THE WALK FOR HOPE ANNUAL 2K AND 5K
WALK AND RUN**

RECITALS

WHEREAS, the City of Hope is a private, not for profit comprehensive medical research center located in Duarte, California; and

WHEREAS, the City of Hope organizes an annual 2K and 5K walk and run event, which will be held virtually this year on October 4, 2020, to bring awareness to breast and gynecological cancer, and raise funds for cancer research, treatments, and education; and

WHEREAS, the City's donation serves a public purpose in that City of Hope's Walk for Hope event raises funds for cancer research, treatments, and education, and supports the organization's efforts to continue offering quality care, conducting innovative research, and providing vital cancer and diabetes education; and

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

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

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

SECTION 2: The City's donation serves a public purpose in that City of Hope raises funds for research, treatments, and educating the community for those living with cancer and other serious illnesses.

SECTION 3: The City Council approves a donation to the City of Hope in the amount of Ten Thousand Dollars (\$10,000.00).

SECTION 4: The City Manager is hereby authorized and directed to take such other and further action consistent with this Resolution, in order to implement this Resolution on behalf of the City.

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 that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on September 24, 2020, 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

CITY COUNCIL

ITEM NO. 6.2



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council
FROM: Troy Helling, City Manager *TH*
STAFF: Dina Lomeli, Contract Associate Planner *DL*
Nathalie Vazquez, Contract Assistant Planner II *NV*
DATE:
SUBJECT: Development Plan 19-13, 13055 Temple Avenue, City of Industry

Proposal:

OC Engineering Company is requesting approval of Development Plan 19-13, to allow for the demolition of a 52,182 square foot existing industrial building, and construction of a new industrial building of approximately 76,856 square feet and, located at 13055 Temple Avenue ("Property"). The applicant's request complies with the City's development guidelines set forth in the City's Municipal Code ("Code").

Location and Surroundings:

As shown on the location map (Exhibit A), the project site is located within a rectangular shape parcel (APN 8564-011-016) of approximately 3.5 acres, on the northwest side of Temple Ave, with an approximate frontage of 406 feet on Temple Ave. The Property is surrounded by industrial uses to the north, south, and west, and a small, industrial zoned vacant lot to the east.

Staff Analysis:

Staff has determined that the proposed development project is consistent with the Zoning ("M" – Industrial Zone) and General Plan (Employment) designations of the Property, and complies with the development and design standards found in Chapter 17.36, Design Review, of the City's Code, as set forth above. Specifically, the project is in compliance with all applicable development standards including lot coverage, parking, landscaping, and building height and setbacks.

Property

The proposed development project sits on a rectangular shape parcel that is 3.5 acres (153,776 square-feet) in size, and currently has an existing industrial building that is 52,182 square feet. The building was used for the production, laboratory, storage, and office operations of ink manufacturing. This property was developed under separate Development Plans and are identified by the corresponding job numbers: 6577 and 8775. The existing building will be demolished and redeveloped with the proposed project. As

shown on the attached site plan (Exhibit B), the proposed 76,856 square foot industrial building will be developed with three loading docks. The building, landscaping and access gate are designed to screen all loading docks and exterior equipment from the public right of way. New landscaping will be installed primarily on the property frontage, acting as a buffer between the new building and the sidewalk adjacent to Temple Avenue.

Access

The Property is served by multiple streets adequate in width and improved as necessary to carry the kind and quantity of traffic such use would generate. The Property is a rectangular shaped lot that will be served by two main driveway entrances 40 feet wide on Temple Avenue. The proposed drive aisles exceed the City's minimum drive aisle width of 26 feet.

Compatibility

The proposed new warehouse will have the same function and purpose as the existing surrounding developments therefore it is compatible with the surrounding properties and land uses. The project is in an urbanized area and is surrounded by various industrial uses and industrially zoned property to the north, south and west of the property. To the east, there is a vacant lot that is zoned industrial. The new building design will benefit the area because the architecture for the proposed warehouse is attractive and functional for the industrial area.

As shown in the elevations (Exhibit D) the architecture of the proposed warehouse provides a variety of design treatments. The building will be a concrete tilt-up structure with colors that include variations of grays and blues. The proposed concrete tilt up walls will have a variety of panel reveals, concrete form liners around the building and will provide varying projections around the building. The proposed office entrances will have an assortment of architectural treatments creating statement entrances consisting of variation of color treatments, metal canopies and distinctive window treatments providing a decorative exterior.

Landscaping

Section 17.36.060.Q. of the City's Code requires that a minimum of 12 percent of the site be devoted to landscaping. The applicant is meeting this requirement by proposing 18,451 (12%) square feet of landscaping. The landscaping will be concentrated along street frontage facing Temple Avenue.

Parking

Per Section 17.36.060 K. of the Code, the proposed 76,856 square foot building requires 50 parking spaces, plus one space per 750 square feet of floor area over 25,000 square feet. Based on this formula, a total of 119 parking spaces are required. The applicant is meeting this requirement by providing a total of 119 parking spaces on this site.

Environmental Analysis:

An Initial Study and Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the California Environmental Quality Act ("CEQA") to determine if the proposed project could have a significant impact on the environment. The proposed project has the potential for significant effects in environmental topics that include Cultural Resources, but the potential impact is mitigated to less than significant with the

mitigation measures identified in the proposed IS/MND. The potential impact consist of, If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. Per mitigation measure CUL-1, an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures. The mitigation measure contained in the Mitigated Negative Declaration has been prepared in conformance with Section 21081.6 of the Public Resources Code and which provides a vehicle to monitor compliance with the mitigation measures (Exhibit F, Attachment 3).

The Notice of Intent to Adopt a Mitigated Negative Declaration (Exhibit E, Attachment 2) was posted on the site, fire stations, City Hall and Council Chambers, the City's webpage, and published in the San Gabriel Valley Tribune on August 28, 2020.

Fiscal Impact:

The overall project will have a positive fiscal impact to the City by increasing the property value.

Recommendation:

The proposed development complies with the development standards of the City's Code and satisfies the findings noted in the Resolution. Staff therefore recommends that the City Council adopt Resolution No. CC 2020-33 (Exhibit F) approving a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and Resolution No. CC 2020-XX, approving Development Plan 19-13 and Standard Requirements and Conditions of Approval contained in the Resolution and.

Exhibits:

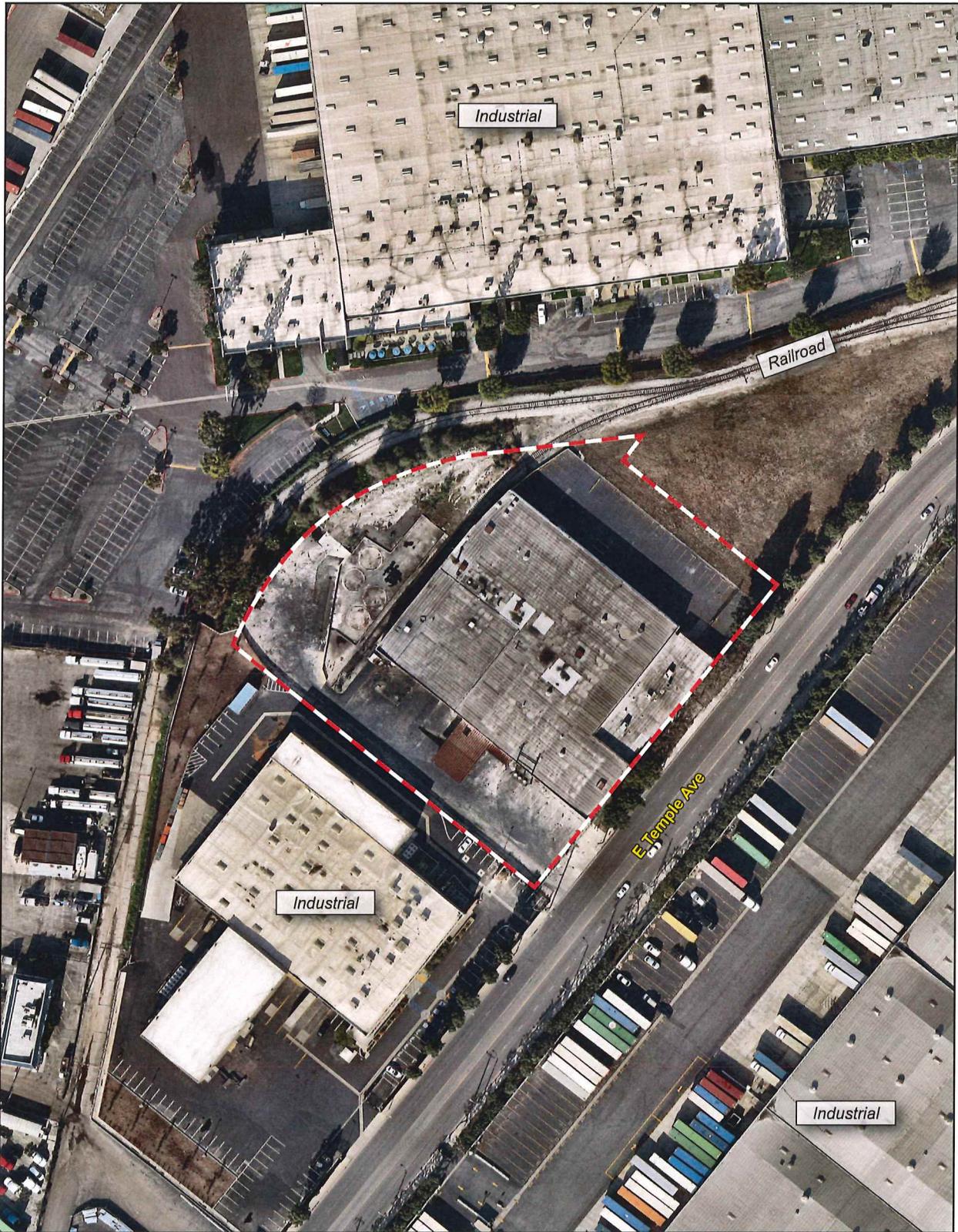
- A. Location Map - DP 19-13
- B. Site Plan – DP 19-13
- C. Floor Plan - DP 19-13
- D. Elevations Proposed Structure – DP 19-13
- E. Notice of Intent - DP 19-13
- F. Resolution No. CC 2020-33 Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
- G. Resolution No. CC 2020 -34 recommending City Council approval of Development Plan No. 19-13 with findings of approval, Standard Requirements and Conditions of Approval.
- H. PowerPoint Presentation – DP 19-13

EXHIBIT A

Location Map – Development Plan 19-13

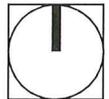
[Attached]

Location Map



--- Project Boundary

0 150
Scale (Feet)



Source: Nearmap, 2020

PlaceWorks

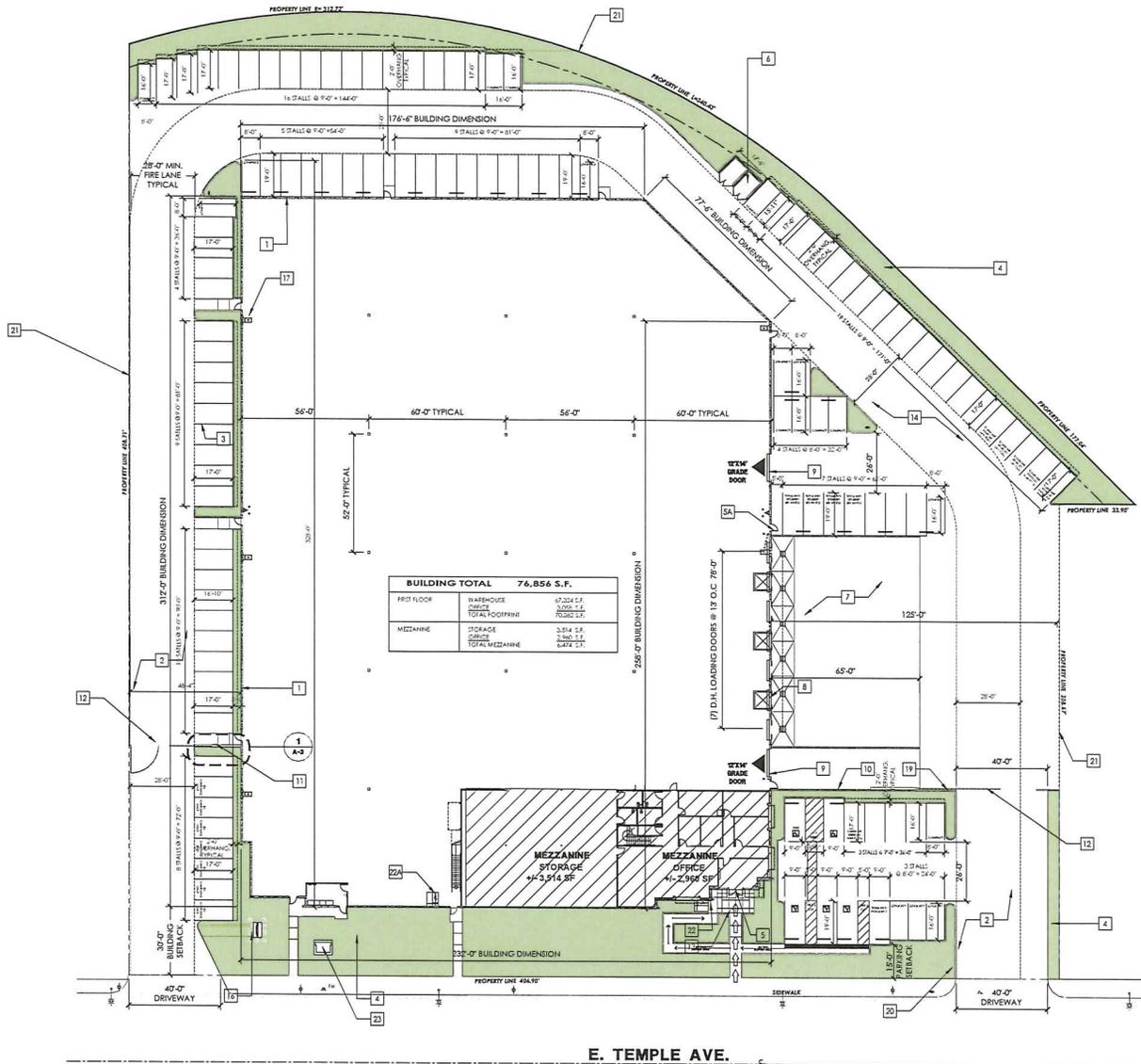
EXHIBIT B

Site Plan – Development Plan 19-13

[Attached]

TEMPLE INDUSTRIAL WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING

3281 ARROW RIE, RANCHO CUCAMONGA, CA



SITE PLAN
SCALE 1" = 20'-0"



PROJECT DATA

DESCRIPTION	AREAS
ZONING:	(B) INDUSTRIAL
LEGAL DESCRIPTION:	PM 1040-04 EX OF ST 1011
ADJACENT PARCEL NO.:	8564-011-016
BUILDING CODE:	CHC 2014 w/ 2020 LA CO. AMENDMENTS
BUILD. OCCUPANCY:	IND. BLDG.
BUILDING TYPE:	BR. BLDG. SPRINKLERED
MAX BUILDING HEIGHT:	75 FT. (RECTABLE 504.3 TYPE B4L S-1)
LAND AREA:	1237.0 S.F. (28.33 AC)
PROJ. SETBACK:	30'
SIDE REAR SETBACK:	N/A
COVERAGE:	50%
ALLOWABLE COVERAGE:	50%
BUILDING TOTAL	76,856 S.F.
FIRST FLOOR:	WAREHOUSE 47,224 S.F. OFFICE 20,000 S.F. TOTAL FLOORPLAN 67,224 S.F.
MEZZANINE:	STORAGE 2,814 S.F. OFFICE 4,474 S.F. TOTAL MEZZANINE 7,288 S.F.
TOTAL WAREHOUSE + 70,038 S.F. (1,970)	
TOTAL OFFICE + 4,018 S.F. (89)	
PARKING REQUIRED:	25,000/700 = 50 CARS UP TO 100,000 = 50 CARS OVER 100,000 = 0 CARS TOTAL 110 CARS
PARKING PROVIDED:	14 @ 10' 2-STALLS ACCESSIBLE (VAN) 10 @ 10' 2-STALLS STANDARD STALLS 9 @ 10' 70-STALLS CLEAN AIR STALLS 9 @ 10' 11-STALLS EXCHANGE STALLS 9 @ 10' 7-STALLS COMPACT STALLS 8 @ 16' 205-MAJ. 21-STALLS TOTAL 117-STALLS
BICYCLE RACKS:	LONG TERM BKE RACK @ ESTERNAIR PARKING 6 SPACES SHORT TERM BKE RACK @ SE OF 4 SPACES 10 VESIC PARKING
TRASH ENCLOSURE PROVIDED:	240 S.F.
LANDSCAPED AREA (1% MIN. REQUIRED):	18,401 S.F. (42%)
AREA JUSTIFICATION:	UNIMATED AREA, BUILDING SCREENED BY 40' YARDS REDUCED TO 40' IN NO MORE THAN 75% OF THE PERMITS



VICINITY MAP

KEY NOTES:

- 1 CONCRETE TILT-UP WALL
- 2 AC PAVING IN PARKING AREA - RESURFACE AS REQUIRED
- 3 PARKING STALL STRIPPING, TYPICAL
- 4 LANDSCAPING
- 5 BUILDING ENTRANCE, PROVIDE A 4' SQ. DISABLED ACCESSIBILITY SIGN AND NO SMOKING SIGN.
- 5A EMPLOYEE BUILDING ENTRANCE, PROVIDE A 4' SQ. DISABLED ACCESSIBILITY SIGN AND NO SMOKING SIGN.
- 6 TRASH ENCLOSURE / RECYCLING AREA, TYPICAL
- 7 CONCRETE TRUCKWELL
- 8 9' X 10' TRUCK DOOR (DOCK HIGH) TYP.
- 9 12' X 14' TRUCK DOOR (GRADE LEVEL) TYP.
- 10 8" HIGH CONCRETE TILT UP SCREEN WALL, PROVIDE GRAFFITI-PROOF COATING TO MATCH THE BUILDING, SEE ELEVATIONS.
- 11 6'-0" WROUGHT IRON FENCE
- 12 6'-0" HIGH SLIDING W.L. GATE
- 13 PROVIDE ENHANCED PAVEMENT FOR THE SITE ENTRY AREA: SAW CUT CONCRETE AS SHOWN AND PROVIDE TOP CAST ACID WASH MEDIUM GRAPHITE COLOR, SEE C, D & F
- 14 FIRE DEPARTMENT FIRE ACCESS LANE CLEAR TO THE SKY
- 15 TRANSFORMER PAD - COMPLETELY SCREENED FROM PUBLIC VIEW
- 16 DOUBLE CHECK DETECTOR VALVE - COMPLETELY SCREENED FROM PUBLIC VIEW
- 17 INTERIOR ROOF DRAIN WITH PROTECTIVE BOLLARD.
- 18 (B) POWER POLES TO BE UNDERGROUND
- 19 (N) KNOX BOX ACCORDING TO FIRE DISTRICT STANDARD 5-9
- 20 (N) HYDRANTS ACCORDING TO FIRE DISTRICT STANDARD 5-10
- 21 6'-0" W.L. FENCE
- 22 SHORT TERM BICYCLE PARKING FOR 6 BIKES
- 22A SHORT TERM BICYCLE PARKING FOR 6 BIKES
- 23 TRANSFORMER PAD
- 24 PATH OF TRAVEL FROM EXTERNAL CIRCULATION SYSTEM TO BUILDING & SHORT TERM BICYCLE PARKING

DESIGN:
O.C. DESIGN & ENGINEERING
7901 CROSSWAY DR. PICO RIVERA, CA 90660
TEL: (562) 942-9804 FAX: (562) 948-1735

OWNER:
CHALMERS EQUITY GROUP
7901 CROSSWAY DRIVE
PICO RIVERA, CA 90660
TEL: (562) 948-4850

ADDRESS:
13055 E. TEMPLE AVENUE
CITY OF INDUSTRY, CA
PROJECT NO. : A-19-008

SITE PLAN

A-1

EXHIBIT C

Floor Plan – Development Plan 19-13

[Attached

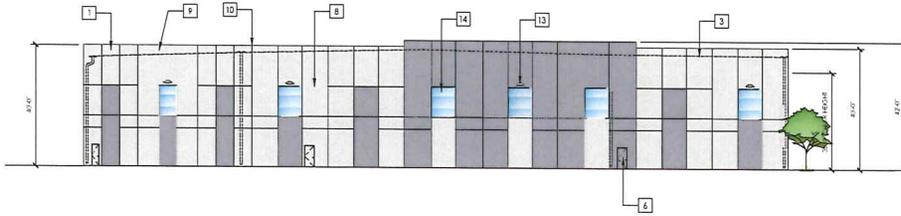
Exhibit D

Elevations Proposed Structure - Development Plan 19-13

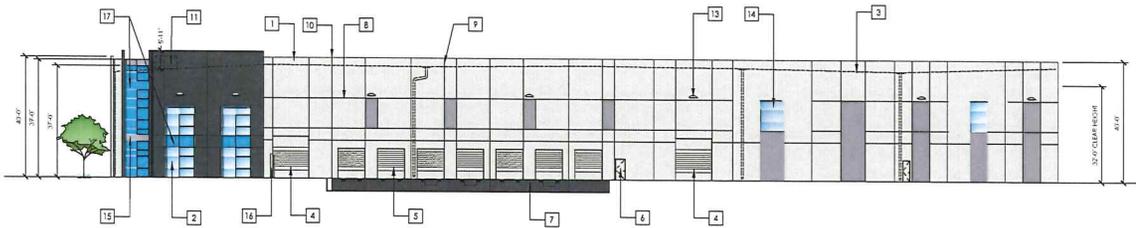
[Attached]

TEMPLE INDUSTRIAL WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING

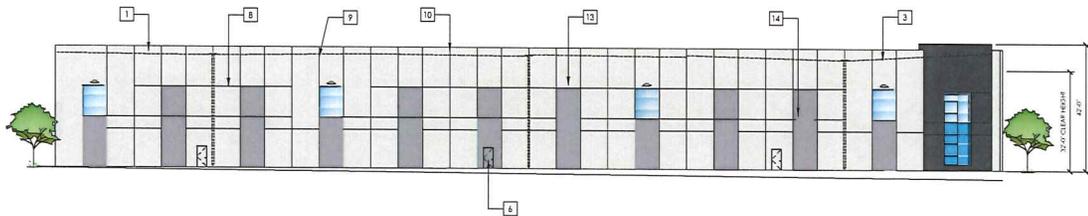
55 E. TEMPLE AVE, CITY OF INDUSTRY, CA



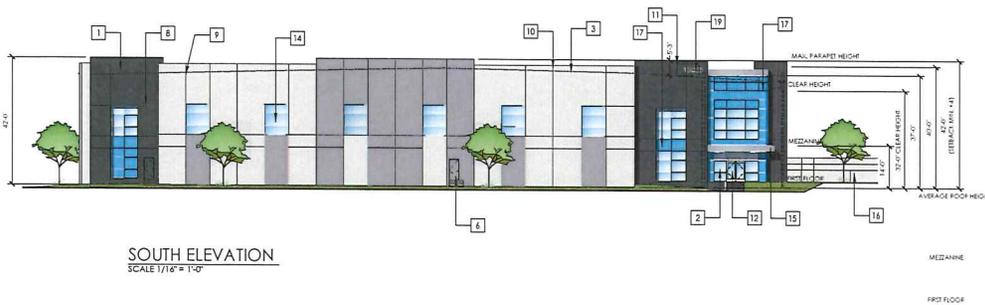
NORTH ELEVATION @ ARROW ROUTE
SCALE 1/16" = 1'-0"



EAST ELEVATION @ HICKORY ST.
SCALE 1/16" = 1'-0"



WEST ELEVATION
SCALE 1/16" = 1'-0"



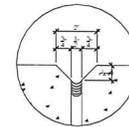
SOUTH ELEVATION
SCALE 1/16" = 1'-0"

KEY NOTES:

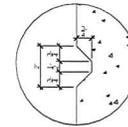
- 1 CONCRETE TILT-UP WALL - TYPICAL
- 2 STOREFRONT GLAZING - TYPICAL
- 3 LINE OF ROOF BEYOND SHOWN DASHED FOR CLARITY
- 4 12 X 14 TRUCK DOOR - GRADE LEVEL
- 5 9'-0" X 10' TRUCK DOOR - DOCK HIGH - TYPICAL
- 6 3' X 7' MAN DOOR PAINTED TO MATCH THE ADJACENT WALL TYPICAL
- 7 TRUCK WELL
- 8 HORIZONTAL REVEAL - TYPICAL
- 9 VERTICAL REVEAL - TYPICAL
- 10 PANEL JOINT - TYPICAL
- 11 PROPOSED LOCATION OF MECHANICAL EQUIPMENT COMPLETELY SCREENED FROM VIEW WITH LONGBOARD SCREEN WALL
- 12 BUILDING ENTRANCE, PROVIDE 4" SQ. DISABLED ACCESSIBILITY SIGN AND NO SMOKING SIGN WITH ACCESSIBLE SIGN
- 13 WALL PACK LIGHTING FIXTURE LITHONIA D-SERIES SIZE 2 LED AREA LUMINAIRE, TYPICAL
- 14 CLERESTORY WINDOW, TYPICAL
- 15 DECORATIVE STEEL CANOPY TO PROVIDE MIN. 4" OF SHELTER AT ACCESS DOOR CLADDED WITH ALUMINUM
- 16 8'-0" HIGH CONCRETE TILT UP SCREEN WALL TO MATCH BUILDING
- 17 SPANDREL GLAZING
- 18 8'-0" HIGH WROUGHT IRON FENCE, SEE DETAIL ON THIS SHEET & SHEET A-1
- 19 13055 E TEMPLE AVENUE, CITY OF INDUSTRY, BUILDING ADDRESS ACCORDING TO PRE DISTRICT STANDARD 5-B

COLOR SCHEDULE (EXTERIOR COLORS):

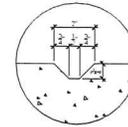
FILD COLOR	DE6374 SILVER POLISH	
ACCENT 1 COLOR	DE6376 LOOKING GLASS	
ACCENT 2 COLOR	DE6377 BOAT ANCHOR	
GLAZING	PPG SOLAR BLUE LOW-E SOLARBAN 60 (2) DUAL GLAZING	
SPANDREL GLAZING	PPG SOLAR BLUE LOW-E SOLARBAN 60 W/ BLUE BACKING	



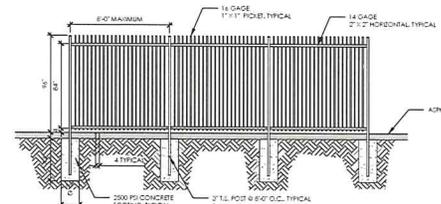
TYP. PANEL JOINT
DETAIL - A



2" HORIZONTAL REVEAL
DETAIL - B



2" VERTICAL REVEAL
DETAIL - C



1. WROUGHT IRON FENCE DETAIL
SCALE 1/4" = 1'-0"

GENERAL CONTRACTOR:

C.E.G.
CONSTRUCTION
7901 CROSSWAY DR., PICO RIVERA, CA 90660
TEL: (562)942-9804 FAX: (562)948-1735

DESIGN:

O.C. DESIGN & ENGINEERING

7901 CROSSWAY DR., PICO RIVERA, CA 90660
TEL: (562)948-4850 FAX: (562)948-1735

OWNER / DEVELOPER

CHALMERS EQUITY GROUP
13055 E. TEMPLE AVENUE
CITY OF INDUSTRY, CA
PROJECT NO. : A-19-008

ADDRESS:
13055 E. TEMPLE AVENUE
CITY OF INDUSTRY, CA
PROJECT NO. : A-19-008

ELEVATIONS

A-3

Exhibit E

Notice of Intent – DP 19-13

[Attached]



CITY OF INDUSTRY

15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION DEVELOPMENT PLAN 19-13 13055 TEMPLE AVENUE, CITY OF INDUSTRY

Purpose: In accordance with the State of California Public Resources Code Section 21092, Sections 15063 and 15072 of Title 14 of the California Code of Regulations pertaining to the California Environmental Quality Act, and the Industry Municipal Code, this is to advise you that the Planning Department of the City of Industry has prepared an Initial Study of environmental impacts on the following project and is recommending the environmental determination described below.

Project Description: Development Plan Application 19-13 is proposed by OC Engineering Company, to allow for the construction of a new industrial building approximately 76, 856 square feet and demolition of 52,182 square foot existing industrial building, located at 13055 Temple Ave.

Location: the proposed project is located at 13055 Temple Avenue, City of Industry, and Los Angeles County (APN: 8564-011-016)

Environmental Determination: It has been determined through an Initial Study ("IS") that the proposed project has the potential for significant effect in environmental topics such as Cultural Resources, but this potential impact is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration.

The project site is not included on any lists of hazardous waste sites enumerated pursuant to Section 65962.5 of the California Government Code (Cortese List).

The Initial Study/Environmental Checklist that has been prepared for the project recommends that the lead agency adopt a Mitigated Negative Declaration for the project pursuant to Section 21080 (c) of the Public Resources Code.

Public Review and Comment Period: Copies of the proposed Mitigated Negative Declaration and Initial Study are available in the Planning Department at the address listed below or via www.cityofindustry.org. **A 20-day public review period for the Mitigated Negative Declaration begins August 28, 2020, and ends September 16, 2020.** Written comments on the adequacy of the document must be received by the City prior to 5:00 PM on September 14, 2020. If you would like to comment, please send written comments to:

Dina Lomeli, Consultant Associate Planner
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744
dlomeli@cityofindustry.org
(626) 333-2211

Public Meeting: The City Council is scheduled to consider the Mitigated Negative Declaration and proposed project at a regularly scheduled meeting to be held on September 24, 2020 at 9:00 AM. The meeting will be held in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744. To confirm the date and time of the meeting, please check the City's website: www.cityofindustry.org.

Exhibit F

Resolution No. CC 2020-33

[Attached]

RESOLUTION NO. CC 2020-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR DEVELOPMENT PLAN NO. 19-13, TO ALLOW THE DEMOLITION OF A 52,182 EXISTING INDUSTRIAL BUILDING, AND DEVELOPMENT OF A 76,856 SQUARE FOOT TILT UP INDUSTRIAL BUILDING LOCATED AT 13055 TEMPLE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE “M” INDUSTRIAL ZONE

WHEREAS, on February 26, 2020 OC Engineering Company, (“Applicant”) filed a complete application requesting the approval of Development Plan (“DP”) No. 19-13 described herein (“Application”); and

WHEREAS, the Application applies to a rectangular shaped lot of approximately 3.5 acres, located on the northwest side of Temple Avenue, with an approximate frontage of 406 feet on Temple Avenue. The parcel is identified by the Assessor’s Parcel Number 8564-011-016, and is located at 13055 Temple Avenue, City of Industry, California (“Property”); and

WHEREAS, the Application is for the demolition of a 52,182 square foot existing industrial building, and construction of a new industrial building in the “M” Industrial Zone. The proposed construction consists of a 76,856 square foot tilt up industrial warehouse building (the demolition and construction are referred to collectively herein as the “Project”). In accordance with Section 17.36.020 of the City’s Municipal Code (“Code”), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. Pursuant to the provisions of the General Plan, industrial uses are permitted in the Employment land use designation. The Project is consistent with the General Plan as it is an industrial use, and is similar to other industrial and manufacturing uses in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, in accordance with CEQA, 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 proposed Project and concluding that approval of the Project could 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 Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on August 28, 2020 through and including, September 16, 2020. Copies of the IS/MND were made available to the public at the Planning Department on August 28, 2020, and the IS/MND was distributed to interested parties and agencies. On August 28, 2020, a Notice of Intent to Adopt a Mitigated Negative Declaration (Attachment 1), including the time and place of the City Council meeting to review the Application and the IS/MND, was published in the local newspaper of general circulation and posted at the Project site, City Hall, Council Chambers and Fire Station 118; 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 mitigation measures address Cultural Resources, the potential impact consist of, If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. Per mitigation measure CUL-1, an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures. The potential impact is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration and MMRP; and

WHEREAS, on September 24, 2020 the City Council of the City of Industry conducted a duly noticed public meeting to consider the IS/MND and MMRP, and considered all testimony written and oral; and

WHEREAS, the City Council has reviewed and carefully considered the information in the IS/MND and the MMRP, including all comment letters submitted, and makes the findings contained in this Resolution, and adopts the Initial Study/Mitigated Negative Declaration and the 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 CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER 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 Environmental Impact Report Guidelines of the City of Industry; 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 City Council's duly noticed public meeting of September 24, 2020; and any other evidence (within the meaning of

Public Resources Code §21080(e) and §21082.2), the City Council of the City of Industry hereby finds as follows:

- a. The foregoing recitals are true and correct and made a part of this Resolution.
- b. The IS/MND for the Project including any comment letters received, are attached hereto as Attachment 2 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 E. Stafford, Suite 100, City of Industry, CA 91744.
- d. The proposed Project is consistent with the City's General Plan because the land use, development standards, densities and intensities and structures proposed are compatible with the goals, policies, and land use designations established in the General Plan (see Gov't Code, § 65860), and none of the land uses, development standards, densities and intensities and structures will operate to conflict with or impede achievement of the any of the goals, policies, or land use designations established in the General Plan.
- e. In accordance with CEQA, the City Council has considered the IS/MND and MMRP for the Project, including all comments received on the IS/MND, and based on the entirety of the record, as described above, the City Council, 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 proposed 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 City Council 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.
- f. That the City Council of the City of Industry hereby makes the findings contained this Resolution, and adopts the IS/MND for the Project, including the MMRP.

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 to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on September 24, 2020 by the following vote:

- AYES: COUNCIL MEMBERS:
- NOES: COUNCIL MEMBERS:
- ABSTAIN: COUNCIL MEMBERS:
- ABSENT: COUNCIL MEMBERS:

Cory C. Moss, Mayor

ATTEST:

Juliane Gutierrez-Robles, City Clerk

ATTACHMENT 2

IS/MND & MMRP – Resolution No. 2020-33

[Attached]

August 2020 | Initial Study

13055 TEMPLE AVENUE INDUSTRIAL DEVELOPMENT

City of Industry

Volume I: Initial Study

Prepared for:

City of Industry

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
AQMP	air quality management plan
BMP	best management practices
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gases
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
LACoFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department

Abbreviations and Acronyms

LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
mgd	million gallons per day
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	ozone
OES	California Office of Emergency Services
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
REC	recognized environmental condition
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound

1. Introduction

The project applicant, O.C. Design & Engineering, is seeking approval of the City of Industry (“City”) for the demolition of 52,182-square feet of industrial buildings and accessory storage structures, and the development of a 70,877 square-foot industrial building (the proposed project) on a 3.53-acre site, in the northwestern portion of the City.

The City will serve as the Lead Agency for the proposed project in accordance with the California Environmental Quality Act (CEQA), Section 15051(c). This Initial Study is a preliminary evaluation of the potential environmental consequences associated with the proposed project. As part of the City’s approval process, the proposed project is required to undergo an environmental review pursuant to CEQA. The lead agency uses the initial study analysis to determine whether an environmental impact report (EIR) or a negative declaration (ND) is required. If the initial study concludes that the project may have a significant effect on the environment, an EIR must be prepared. Otherwise, a ND or mitigated negative declaration (MND) is prepared

1.1 PROJECT LOCATION

The project site (APN: 8564-011-016) is located at 13055 East Temple Avenue in the northwest part of the City of Industry, Los Angeles County, California (See Figure 1, *Regional Location*). The City is surrounded by unincorporated Hacienda Heights and Rowland Heights to the south, and unincorporated South San Jose Hills, and the City of La Puente to the north. The project site is bounded by East Temple Avenue to the east, railroad tracks to the north and west, and adjacent industrial uses to the south. Regional access to the project site is via Interstate 605 (I-605) and Interstate 10 (I-10), located approximately 0.2 miles to the west and 0.5 miles to the north, respectively (See Figure 2, *Local Vicinity* and Figure 3, *Aerial Photograph*).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site is approximately 3.53 acres in size and is currently developed with a 52,182 square-foot industrial building located on the center of the project site, and seven above ground storage tanks and a silo in the rear, adjacent to the railroad tracks. Built in the 1970s, the building is currently vacant and was used for production, laboratory, storage and office operations for ink manufacturing until 2018. The project site also contains a railroad spur that extends to the northern portion of the site, and seven raised tanks and a silo in the rear of the property. The property is located at an elevation of approximately 300 feet above mean sea level (MSL). There are currently 43 parking spaces and 4,440 square feet of landscaping. Access to the project site is provided via a driveway on East Temple Avenue.

The industrial building housed production, laboratory, storage and office operations for ink manufacturing. Major operations conducted at the facility consisted of ink manufacturing, including raw material and product

1. Introduction

receiving, product processing, and product container filling, transferring, and shipping. The tank farm to the north was used to store ink and vegetable-based oils. The two sets of train tracks that run through the northern portion of the property, include an in-ground offloading device set into the train track area by the warehouse for the offloading of carbon black, an outdoor hopper for the storage of carbon black, and a loading and loading dock area for the loading of ink products and the offloading of raw materials. According to the Phase I Environmental Site Assessment, prepared by Advanced Geo Environmental for the proposed project, the tank farm consists of four-50,000 gallon above ground storage tanks (ASTs) and three-20,000-gallon ASTs. The ASTs and the associated above ground piping to transfer the materials are located within bermed concrete. The size and historic uses of the seven storage tanks are shown in Table 1-1, *Historic Use of Tank Farm*.

Table 1-1 Historic Use of Storage Tanks

Numbers and Size	Contents	Secondary Containment	Notes
3 x 20,000	CLK – 290, CLK – 272 and CLK – 169	Yes – Concrete Berm	Finished ink storage
1 x 50,000	Medium oil	Yes – Concrete Berm	Oil storage tank
1 x 50,000	Empty	Yes – Concrete Berm	Oil storage tank
2 x 50,000	Medium oil and soy oil	Yes – Concrete Berm	Raw material storage

1.2.1.1 HISTORIC ENVIRONMENTAL CONDITIONS

The property is currently undergoing decommissioning and the ink production machinery is being removed, with Los Angeles City acting as the Certified Unified Program Agency (CUPA). The site has been vacated since 2018, previously the property was used for manufacturing paint and pigments for the print industry. The project site was listed with regulatory agencies from 1980 to 2018 as a large quantity generator of aqueous solution with organic residue, aqueous solution, off-specification, aged or surplus organics, oil containing waste, organic solids, ignitable waste, mercury, methyl ethyl ketone and corrosive waste. The facility processed waste water from ink manufacturing which was stored in an 8,000-gallon UST located northwest of the building. The UST was used from 1968 until 1983 and was removed in 1990 under regulatory guidance. Also, in 1990, a 10,000-gallon diesel fuel UST was removed from the property. This tank was a hazardous waste management unit (HWMU) which was excavated and removed under the Los Angeles Regional Water Quality Control Board (LAWQRCB) oversight on March 27, 1990. A “no further action” letter was issued to Flint Facility by the LAWQCB on October 12, 2004. The Department of Toxic Substances Control conducted a visual site inspection (VSI) on May 10, 2001. A RCRA Facility Assessment (RFA) incorporating the findings of the VSI was completed in June 2004. In relation to the closure of the ink manufacturing facility, the project site recently had extensive environmental investigations performed under the oversight of the California Department of Toxic Substances Control (DTSC). On November 19, 2019, DTSC issued a Notice of Final Decision for the Corrective Action Completion with Controls for the project site, stating that the Land Use Covenant restricting the site to commercial and industrial uses was appropriate. Refer to Section 3.9, Hazards for more details

1. Introduction

regarding the project site's potential to create an adverse effect due to hazardous conditions or release of hazardous materials.

1.2.2 Surrounding Land Use

The project site is primarily surrounded by industrial uses. Directly to the northeast of the project site is vacant land with industrial uses further north across the railroad. To the southeast are industrial buildings across East Temple Avenue and industrial buildings to the southwest with the I-605 further west. Directly to the northwest are the railroad track with industrial uses beyond. Walnut Creek, a tributary of the San Gabriel River Channel is also located approximately 500 feet to the north beyond the industrial uses. West of the I-605 are commercial and industrial uses located in the City of Baldwin Park, while residential uses are located north of Walnut Creek.

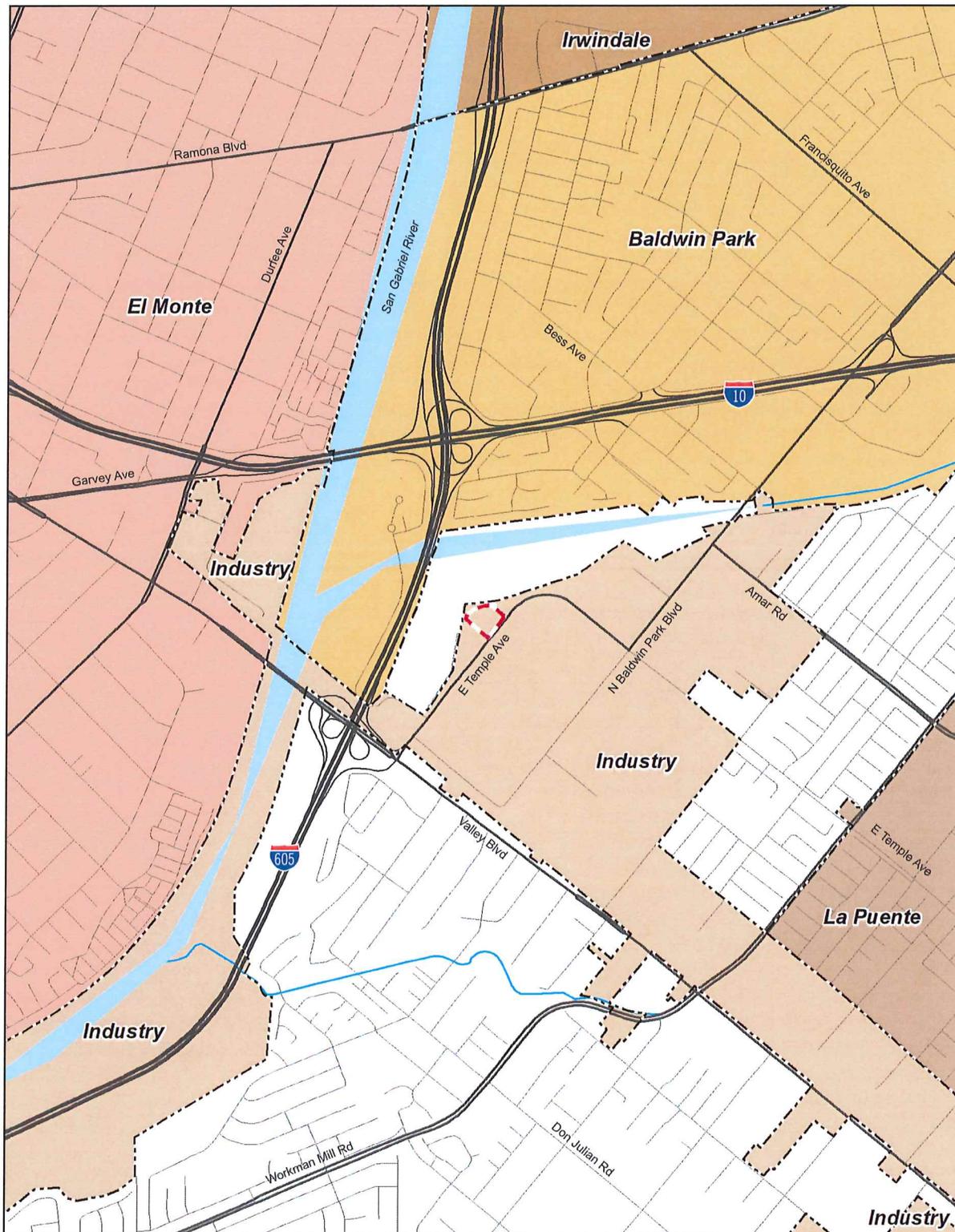
1. Introduction

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1. Introduction

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Figure 2 - Local Vicinity
1. Introduction



--- Project Boundary

0 2,000
Scale (Feet)



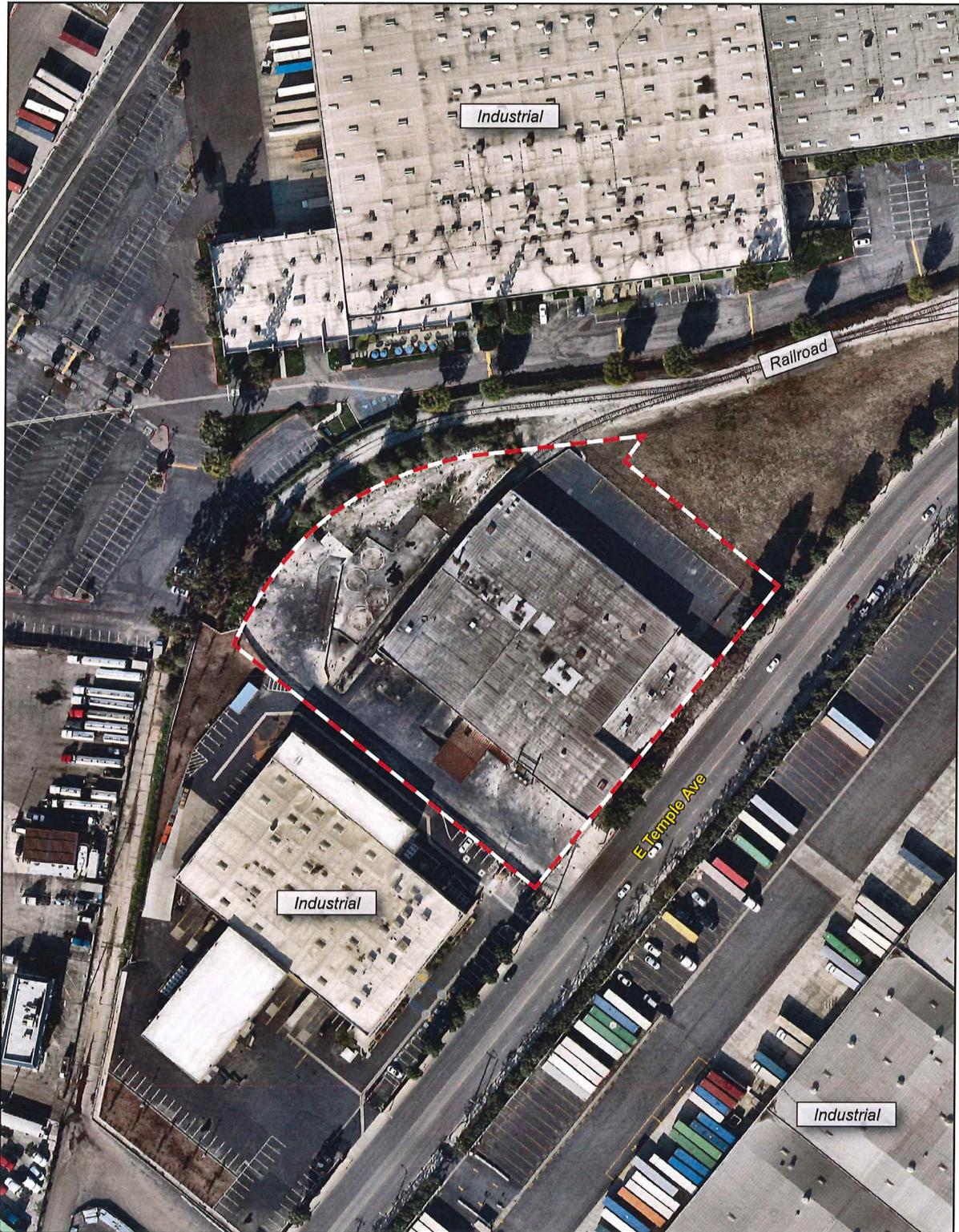
Source: ESRI, 2020

PlaceWorks

1. Introduction

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Figure 3 - Aerial Photograph
1. Introduction



--- Project Boundary

0 150
Scale (Feet)



Source: Nearmap, 2020

PlaceWorks

1. Introduction

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1. Introduction

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The proposed project involves the demolition of all existing structures, and the development of a 76,877 square foot industrial building. As shown in Table 1-2, *Proposed Development*, the new building is two stories, with 67,383 square feet of warehouse space and 3,000 square feet of office space, for a total of 70,383 square feet on the first floor, and 3,494 square feet of storage space and 3,000 square feet of office space for a total of 6,494 square feet on the mezzanine level. The proposed project also includes approximately 18,451 square feet of landscaping with chain link fencing on the northern, eastern and western boundaries of the project site. Figure 4, *Proposed Site Plan*, illustrates the proposed development on the project site.

Table 1-2 Proposed Development

	Proposed Uses	Size
First Floor	Warehouse	67,383 sf
	Office	3,000 sf
	First Floor Subtotal	70,383 sf
Mezzanine	Storage	3,494 sf
	Office	3,000 sf
	Mezzanine Subtotal	6,494 sf
Total Building Area		76,877 sf
Other:	Landscaping	18,451 sf

Sf=square feet

Access to the project site is provided by two 40-foot wide driveways via East Temple Avenue. The loading dock is located on the northeast portion of the project site with seven 9-foot by 10-foot dock high doors and two 12-foot by 14-foot grade level truck doors. As shown in the Table 1-3, *Proposed Parking*, a total of 119 spaces are provided, with 10 of these spaces serving as visitor parking. Two bicycle racks are provided with six short term spaces at the front entrance of the building and 6 long term spaces inside the building near the loading dock. The proposed project will also include a fire lane and concrete walkways with pedestrian access via East Temple Avenue.

Table 1-3 Proposed Parking

Type	Number of Spaces
Accessible	3
Van Accessible	2
Standard	75
Clean Air	11
Electric Vehicle Capable	7
Compact	21
Total	119

1. Introduction

1.3.2 Project Phasing

Construction activities are anticipated to begin in Fall 2020. The construction would be completed in one phase, lasting approximately 8 months, and include the following activities: demolition of existing structures, grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, landscaping, and street connection improvements. Grading activities would result in the disturbance of approximately 5.53 acres of area and would result in a balanced site (cut and fill) with no importing or exporting of soils.

1.4 EXISTING ZONING AND GENERAL PLAN

The project site is zoned Industrial and has a General Plan designation of Employment (Industry 2019; 2014).

The proposed project's industrial use would be allowed under existing zoning and General Plan designations. Additional approvals required from the City currently in process include:

- Development Plan Application

1.5 OTHER AGENCY ACTION REQUESTED

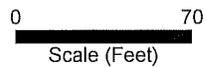
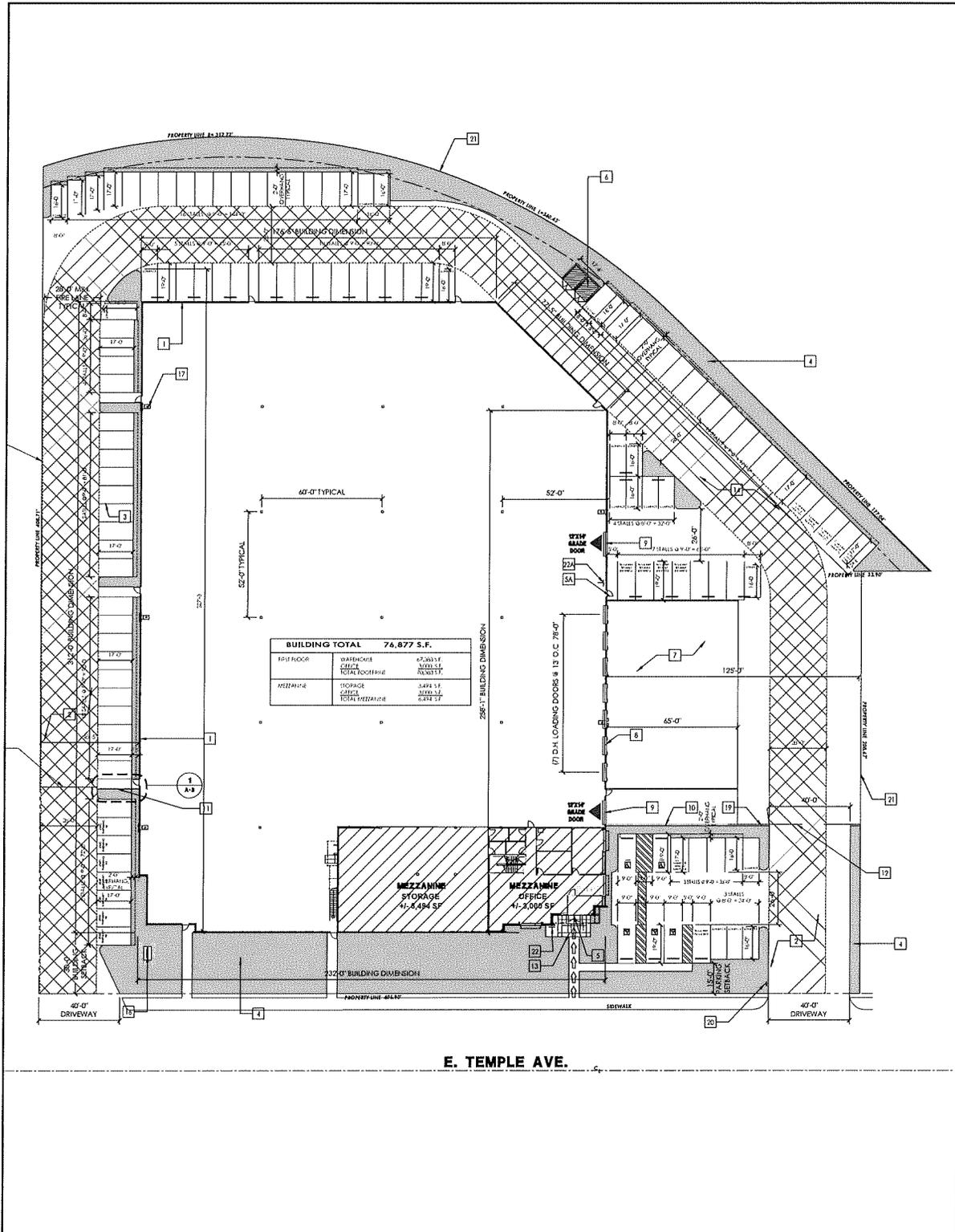
REGIONAL AGENCIES

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction storm water run-off permits, Storm Drain MS4 Permit)
- South Coast Air Quality Management District – Rule 201: Permit to construct
- Los Angeles County Fire Department (for emergency site access review)
- Los Angeles County Building Department (site plan review)

LOCAL AGENCIES

- City of Industry Public Works/Engineering (for grading permit)

Figure 4 - Proposed Site Plan
1. Introduction



1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** 13055 Temple Avenue Industrial Development

2. **Lead Agency Name and Address:**

City of Industry
15625 East Stafford Street, Suite 100
City of Industry, CA 91744

3. **Contact Person and Phone Number:**

Kathy Tai
626.333.2211

4. **Project Location:** The project site (APN: 8564-011-016) is located at 13055 East Temple Avenue in the northwest part of the City of Industry, Los Angeles County, California (See Figure 1, *Regional Location*). The City is surrounded by unincorporated Hacienda Heights and Rowland Heights to the south, and unincorporated South San Jose Hills, and the City of La Puente to the north. The project site is bounded by East Temple Avenue to the east, railroad tracks to the north and west, and adjacent industrial uses to the south. Regional access to the project site is via Interstate 605 (I-605) and Interstate 10 (I-10), located approximately 0.2 miles to the west and 0.5 miles to the north, respectively.

5. **Project Sponsor's Name and Address:**

Ignacio Crespo
7901 Crossway Drive
Pico Rivera, CA 90660

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial

8. **Description of Project:**

The proposed project involves the demolition of 52,182-square feet of industrial buildings and all existing accessory storage structures, and the development of a 76,877 square feet industrial building. As shown in Table 1-2, Proposed Development, the new building consists of 67,383 square feet of warehouse space and 3,000 square feet of office space for a total of 70,383 square feet on the first floor, and 3,494 square feet of storage space and 3,000 square feet of office space for a total of 6,494 square feet on the mezzanine level. The proposed project also includes approximately 18,451 square feet of landscaping with chain link fencing on the northern, eastern and western boundaries of the project site.

2. Environmental Checklist

9. Surrounding Land Uses and Setting:

The project site is primarily surrounded by industrial uses. Directly to the northeast of the project site is vacant land with industrial uses further north across the railroad. To the southeast are industrial buildings across East Temple Avenue and industrial buildings to the southwest with the I-605 further west. Directly to the northwest are the railroad track with industrial uses beyond. The San Gabriel River Channel is also located approximately 500 feet to the north beyond the industrial uses.

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

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction storm water run-off permits, storm Drain MS4 Permit)
 - South Coast Air Quality Management District – Rule 201: Permit to construct
 - City of Industry Public Works/Engineering (for grading permit)
 - Los Angeles County Fire Department (for emergency site access review)
 - Los Angeles County Building Department (site plan review)
-

11. 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 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 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 Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation are on the City's notification list pursuant to AB 52. The City prepared notification letters and distributed them to the identified tribal representatives on April 9, 2020. No reply has been received for either tribe as of the publication date of this MND and no further action is required.

2. Environmental Checklist

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," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input 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 (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

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

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

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

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

Signature

Date

2. Environmental Checklist

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.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Issues	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?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

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

Less Than Significant Impact. Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. The City’s physical setting in the Los Angeles River Basin region, and relatively flat topography, afford distant scenic views of the San Gabriel Mountains and Puente Hills from certain vantage points throughout the City. The Puente Hills are located approximately 2.5 miles south of the project site, though scenic views of these hills are limited and largely obstructed by surrounding development. The San Gabriel Mountains, located approximately 7 miles to the north, are moderately visible in the background from much of the site; however distinct views of the mountains are interrupted due to the intervening industrial development, transportation and power infrastructure located in the immediate foreground of the project site. Project development would not result in a substantial adverse effect on a scenic vista of these scenic resources, as there are no such vistas offered from the project site or its surroundings.

As shown in Figure 3, *Aerial Photograph*, the project site and surrounding area are in a highly industrialized area of the City. The project area is primarily dominated by industrial uses and the urban landscape character and features of the project site and surrounding area are consistent with and typical of areas of the City with the

3. Environmental Analysis

Industrial zoning designation. The project site and its surrounding area do not exhibit any significant visual resources or scenic vistas. There are no unimpeded views of scenic landforms (e.g., mountains, hills, creeks) from the project site or surrounding area; and no scenic landforms are on or within proximity of the project site. The San Jose Creek Channel is concrete lined, is not considered a scenic resource and is obstructed from view on the project site by distance and intervening structures. Also, there are no designated open space resources onsite or in the vicinity of the project site, a designation typically used to determine the value of certain public vistas in order to gauge adverse effects.

Based on the preceding, impact to scenic vistas would be less than significant and no mitigation measures are necessary.

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

No Impact. A scenic highway is generally considered a stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality.

The project site is in a highly industrialized area of the City and is not on or near a state-designated scenic highway, as designated on the California Scenic Highway Mapping System of the California Department of Transportation. Additionally, the project site is not visible from the nearest state-designated scenic highway (Angeles Crest Highway), which is approximately 16 miles to the northwest (Caltrans 2020). Therefore, no impact to scenic resources would occur due to project development and no mitigation measures are necessary.

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 in an area that qualifies as an “urbanized area” and is surrounded by industrial uses.¹ The proposed project develops an industrial building with landscaping and parking, conforming with the appearance of the existing uses on site, as well as the surrounding industrial uses. The design of the project conforms to the City’s requirements relating to height and setback and is therefore consistent with the Industrial zoning of the project site, and with the surroundings area. No changes to the zoning code or general plan land use designation are required. The proposed project does conflict with applicable zoning or regulations governing scenic quality. Therefore, no impact would occur.

¹ PRC § 21071/CEQA Guidelines § 15191(m)(1) for an incorporated city “Urbanized area” means the city that either by itself or in combination with two contiguous incorporated cities has a population of at least 100,000 persons. City of Industry has a population of about 440 [2017 California Department of Finance Estimate]. Together with Hacienda Heights (54,038) and Rowland Heights (48,993), the total population is 103,471 [US Census 2010].
<https://www.cityofindustry.org/about-industry/facts-about-the-city>;
<https://www.census.gov/quickfacts/fact/table/rowlandheightscdpcalifornia,haciendaheightscdpcalifornia/PST045219>

3. Environmental Analysis

- 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. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly industrialized area of the City and is surrounded by industrial uses, which are not considered light-sensitive receptors (land uses that are sensitive to lighting). Project development would introduce new sources of artificial light to the project site and surrounding area. Nighttime site lighting would include exterior building-mounted light fixtures; interior lighting for the new building; lighting for the new parking and loading dock areas; and security lighting, similar to the existing industrial uses on-site. Although project development would introduce new artificial light sources to the project site and surrounding area, the proposed light sources would be similar to the light sources of the existing industrial uses on-site, as well as those of the surrounding industrial uses and roadways. Considering the existing sources of lighting in the surrounding vicinity, the amount and intensity of nighttime lighting proposed onsite would not be substantially greater or different than existing lighting. Therefore, project impacts associated with light and glare would be less than significant and no mitigation measures are necessary.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</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 non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

3. Environmental Analysis

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**
- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**
- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

a) – 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, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). The California Department of Conservation manages an interactive website, the California Important Farmland Finder. The project site is mapped as Urban and Built-Up Land, and not as farmland on the California Important Farmland Finder (DLRP 2016).

The project site is previously developed land, was previously used for production, laboratory, storage and office operations for ink manufacturing, and is not used, zoned, or designated for agriculture. No designated forest land exists on the project site, or within the City, and the proposed project would not result in the loss of forest land. The project site is not subject to a Williamson Act contract, and the site is zoned as Industrial in the City's Zoning Map. This zoning district is not intended for agricultural uses. Additionally, the project site is not adjacent to or within the vicinity of any farmland. Therefore, project development would not convert mapped important farmland to non-agricultural uses, and no impact to agriculture or forestry resources would occur.

3. Environmental Analysis

3.3 AIR QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. 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?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017b).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}. Projects below the regional significance thresholds are small enough that their regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation; and therefore, would not result in significant health-based air quality impacts. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations. Would the project:

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

3. Environmental Analysis

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

Less Than Significant Impact. The South Coast AQMD adopted the 2016 Air Quality Management Plan on March 3, 2017. Regional growth projections are used by the South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of General Plans, specific plans, and significant projects.

Section 15206(b) of the CEQA Guidelines states that a proposed project is of statewide, regional, or area-wide significance if a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area. The proposed project would demolish the existing 52,182 square foot warehouse and construct a new 76,877 square foot warehouse for a net increase of 24,695 square feet. Thus, it is not considered a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines. Therefore, the project would not have the potential to substantially affect SCAG's demographic projections. Additionally, as demonstrated below in Section 3.3(b), the regional emissions that would be generated by the operational phase of the proposed project would be less than the South Coast AQMD emissions thresholds and would therefore not be considered by the South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant.

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

Less Than Significant Impact. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

The proposed project would result in the construction of a 76,877 square foot warehouse that would take approximately nine months to construct. Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from demolition, site preparation, grading, building construction of the housing units, architectural coating, and asphalt pavement. The proposed project construction-related emissions shown in Table 3-1, *Maximum Daily Regional Construction Emissions*, are quantified using California Emissions Estimator Model, Version 2016.3.2.25 (CalEEMod), and are based on the construction schedule and equipment mix for the project provided by the Applicant. As shown in the table, air pollutant emissions from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant.

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Table 3-1 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day) ^{1, 2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2020						
Building Demolition	3	32	21	<1	2	1
Building Demolition and Hauling	0	1	<1	<1	<1	<1
Building Demolition and Building Demolition Hauling	3	32	21	<1	2	1
Rough Grading	4	41	28	<1	3	2
Site Preparation and Fine Grading	2	18	15	<1	1	1
Warehouse Construction	2	24	15	<1	1	1
Utility Trenching	1	9	7	<1	<1	<1
Site Preparation and Fine Grading and Warehouse Construction	4	42	30	<1	2	1
Warehouse Construction and Utility Trenching	3	33	22	<1	2	1
Year 2021						
Warehouse Construction	2	21	14	<1	1	1
Architectural Coating (Warehouse)	5	2	2	<1	<1	<1
Asphalt Paving	1	8	6	<1	<1	<1
Finish/Landscaping	1	6	5	<1	<1	<1
Architectural Coating and Asphalt Paving	8	23	16	<1	1	1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	8	42	30	<1	3	2
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.25.

Emissions totals may not equal 100 percent due to rounding.

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

² Includes implementation of fugitive dust control measures required by the South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Regional Long-Term Operation-Phase Impacts

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The proposed project would result in new warehouse with paved and landscaped surfaces. As stated, the proposed project would replace the existing use and would result in a net increase in industrial space by 24,695 square feet. The proposed building would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen), which would result in the new proposed building being more energy efficient than the existing building it would replace. As shown in Table 3-2, *Net Maximum Daily Regional Operation Emissions*, it is anticipated that the net increase in long-term emissions from operation of the proposed project would be minimal and would not exceed the South Coast AQMD regional operation-phase significance thresholds, as compared to baseline

3. Environmental Analysis

emissions in 2021. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant.

Table 3-2 Net Maximum Daily Regional Operation Emissions

Source	Pollutants (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Proposed Project Emissions³						
Area	1	<1	<1	0	<1	<1
Energy ¹	<1	<1	<1	<1	<1	<1
Off-Road Equipment	1	8	8	<1	1	<1
Mobile – Passenger Vehicle	<1	<1	1	<1	<1	<1
Mobile - Trucks	<1	6	1	<1	<1	<1
Total	2	13	10	<1	2	1
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.25. Highest winter or summer emissions report.

Notes: lbs: Pounds.

¹ For purposes of this analysis, the proposed warehouse is assumed to be designed and built to meet the 2019 Building Efficiency Standards and CALGreen Code based on information provided by the Applicant.

² Net emissions compare the proposed project emissions to a baseline "no project" scenario in the buildout year of 2021.

³ Based on the net difference in square footage between the existing building and the new proposed building.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed project.

Construction

Localized Construction Impacts

A project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of construction emissions shown in the regional emissions analysis in Table 3-1 which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or µg/m³) and can be correlated to potential health effects. The screening-level localized significance thresholds (LSTs) are the amount of project-related emissions at which localized concentrations (ppm or µg/m³) could exceed the California AAQs for criteria air pollutants for which the SoCAB is designated nonattainment and are based on the proposed project site size and distance to the nearest sensitive receptor. The California AAQS, which are the most stringent AAQS, were established to provide a margin of safety in the protection of the public health and welfare. The screening-level LSTs are designed to protect sensitive receptor areas most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 3-3, *Construction Emissions Compared to the Screening-Level LSTs*, shows the

3. Environmental Analysis

maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the South Coast AQMD's screening-level LSTs, for sensitive receptors within 82 feet (25 meters/non-residential) and 1,130 feet (344 meters/residential). The nearest non-residential receptors are within 82 feet of the project site and the nearest residential receptors are 1,130 feet from the project site. Because NO_x and CO pollutants are based on 8-hour standards, the distance of 82 feet is used to determine the screening-level LSTs for non-residential receptors, assuming non-residential sensitive receptors are typically exposed to 8 hours (a typical workday) to pollutants. Similarly, because PM₁₀ and PM_{2.5} are based on a 24-hour standard, the distance of 1,130 feet (344 meters) is used to determine the screening-level LSTs, assuming residential receptors would have people residing in their homes potentially 24 hours. As shown in the table, the construction of the proposed project would not generate construction-related onsite emissions that would exceed the screening-level LSTs, therefore, impacts would be less than significant.

Table 3-3 Construction Emissions Compared to the Screening-Level LSTs

Construction Activity	Pollutants(lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00 -acre LST	83	673	105	50
Building Demolition	30	20	1	1
Building Demolition Haul	0	0	<1	<1
Site Preparation and Fine Grading	16	14	1	1
Warehouse Construction – 2020	21	13	1	1
Warehouse Construction – 2021	18	12	1	1
Utility Trenching - 2020	8	7	<1	<1
Architectural Coating – 2021	1	2	0	0
Asphalt Paving – 2021	6	5	<1	<1
Finish and Landscaping -2021	5	4	<1	<1
Building Demolition and Demolition Haul – 2020	30	20	2	1
Site Preparation and Fine Grading and Warehouse Construction – 2020	37	27	1	1
Warehouse Construction and Utility Trenching – 2020	29	20	1	1
Architectural Coating and Asphalt Paving - 2021	8	7	<1	<1
Exceeds LST?	No	No	No	No
South Coast AQMD 2.5-Acre LSTs	131	1,161	117	57
Rough Grading – 2020	40	27	2	1
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25, and South Coast AQMD 2008 and 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. The screening-level NO_x and CO LSTs are based on non-residential receptors within 82 feet (25 meters) of the project site in Source Receptor Area (SRA) 11. PM₁₀ and PM_{2.5} screening-level LSTs are based on a measured distance of 1,130 feet (344 meters) to the nearest residences from the project site.

¹ Based on information provided by the applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

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Health Risk

The South Coast AQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazard Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015). It has also developed a cancer risk factor and noncancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. The South Coast AQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project would be developed over approximately nine months. The relatively short duration when compared to a 30-year time frame would limit exposures to on-site and off-site receptors. In addition, exhaust emissions from off-road vehicles associated with overall project-related construction activities would not exceed the screening-level LSTs. For these reasons, it is anticipated that construction emissions would not pose a threat to off-site receptors near the proposed project, and project-related construction health impacts would be less than significant.

Operation

Localized Operation-Phase Impacts

Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from South Coast AQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur onsite. Onsite emissions include truck idling and operation of forklifts. Additionally, operation of the proposed project would also result in the use of standard onsite mechanical equipment such as heating, ventilation, and air conditioning units in addition to occasional use of landscaping equipment for property maintenance which would generate area source emissions. Emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at the project site (offsite mobile-source emissions are not included in the LST analysis) from onsite area sources and truck idling could expose sensitive receptors to substantial concentrations of criteria air pollutants. Table 3-4, *Localized Onsite Operational Emissions*, shows localized maximum daily operational emissions. As shown in this table, maximum daily onsite operational emissions would not exceed the screening-level LSTs. Thus, operational criteria air pollutant emissions would not exceed the California AAQS and project operation would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

Table 3-4 Localized Onsite Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	<1	<1	<1	<1
Truck Idling ¹	<1	<1	<1	<1
Off-Road ²	8	8	1	<1
Maximum Daily Onsite Operation Emissions	8	8	1	<1
South Coast AQMD LST	153	1,430	30	15
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25; SCAQMD 2008.

3. Environmental Analysis

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Construction NO_x and CO LSTs are based on non-residential receptors within 82 feet (25 meters) in SRA 11. Construction PM₁₀ and PM_{2.5} LSTs are based on residential receptors within 1,130 feet (344 meters) in SRA 11.

¹ Based on EMFAC2017 Version 1.0.2 calendar year 2021 emission rates for a diesel-powered heavy-heavy duty truck (HHDT).

² Assumes 7 diesel-powered forklifts at the facility operating for 4 hours per each shift and a total of 2 work-shifts per day.

Health Risk

There is a direct association between proximity to distribution centers and a variety of health effects, which are attributed to a high concentration of air pollutants generated by activities associated with the operation of distribution centers. Because placement of sensitive land uses falls outside of the California Air Resources Board's (CARB) jurisdiction, CARB developed a handbook for the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities (CARB 2005). This document was developed as a guide and as a tool for assessing the compatibility and associated health risk when placing sensitive receptors near existing pollution sources.

CARB's recommendations on the siting of new sensitive land uses were developed from a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that close proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects relative to the existing background concentrations found within the air basin. Diesel PM represents approximately 70 percent of the potential health risk from air toxics.

The association of truck-related emissions with adverse health effects is generally strongest between 300 and 1,000 feet, and diminishes with distance. The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week)" to avoid exposing sensitive receptors to substantial concentration of air pollutants (CARB 2005).

The closest sensitive receptors to the project site are the residences along Farnell Street, approximately 1,130 feet north of the project site across Walnut Creek, which would fall outside of the 1,000-foot buffer distance. In addition, the proposed project is anticipated to generate only 23 trucks (i.e., 46 truck trips) per day and is substantially less than 100 trucks per day trigger that would warrant a more detailed review. Furthermore, Heavy-duty trucks at the project site are subject to CARB's In-Use Airborne Toxic Control Measure (ATCM) Rule. The ATCM prohibits drivers of diesel-fueled commercial motor vehicles from idling the vehicles' primary diesel engines for more than five minutes at any location, or idle the diesel-fueled auxiliary powered system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if the vehicle is equipped with a sleeper berth and is located within 100 feet of a restricted area, defined as homes and schools. Idling necessary for health, safety, or operational concerns is exempt from these restrictions. With compliance of CARB Rule 2485, idling emissions from trucks associated with the project would be extremely limited and would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of toxic air contaminants.

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Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). Operation of the proposed project would generate up to a net of 8 PM peak hour trips, which would be minimal compared to the aforementioned screening levels. Therefore, the project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site, and impacts would be less than significant.

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

Less Than Significant Impact. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project would develop and operate warehousing space, which does not fall within the aforementioned land uses; no operational odors are anticipated.

During the development of the proposed project, emissions from construction equipment, such as diesel exhaust, may generate odors. However, these odors would be low in concentration, temporary, disperse rapidly, and are not expected to affect a substantial number of people. Any odors produced during the installation phase are not expected to be significant or highly objectionable and would be in compliance with South Coast AQMD Rule 402. Therefore, impacts would be less than significant.

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3.4 BIOLOGICAL RESOURCES

Issues	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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

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?**

No Impact. Sensitive biological resources are habitats or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution. The project site is in a highly industrialized area of the City (see Figure 3, *Aerial Photograph*) and all of the project site is developed with urban land uses. Sensitive animal and plant species have been identified within the El Monte Quadrangle, including species identified in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB). This database lists special-status wildlife species that have historically occurred within regions of California, including City of Industry. It is important to note that the inclusion of species in the database does not mean that the listed species would occur within the project site. The potential presence of a species is dependent on the type of habitat available.

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The CNDDDB indicates that ten threatened or endangered species located within the El Monte Quadrangle (CDFW 2020). However, most of the species are presumed extirpated (rooted and destroyed) due to the highly urbanized state of the City.

Based on the existing industrial uses located on the project site and its surroundings and views of the project site and surrounding area from Google Earth maps, project development would not have an impact on the aforementioned species since there is no suitable riparian or native habitat located within or in the vicinity of the project site and no natural biological resources or communities exist on, adjacent to, or near the project site. The aforementioned species typically require wetland or riparian habitat with native vegetation and access to bodies of water. The nearest water body to the project site is the San Jose Creek Chanel of the San Gabriel River, which passes approximately 500 feet north of the project site. The river consists of concrete bed and banks and does not support wildlife habitat.

Based on the preceding, the proposed project would not result in 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. No impact would occur and no mitigation measures are necessary.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. No riparian habitat or other sensitive natural communities occur in the project site (USFWS 2019). The project site is not included in local or regional plans, policies, and regulations that identify riparian habitat or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs. No wetlands regulated by the US Army Corps of Engineers, US Fish and Wildlife Services (USFWS), California Department of Fish and Wildlife, or Los Angeles Regional Water Quality Control Board exist on the project site. The nearest water body to the project site is the San Jose Creek Chanel of the San Gabriel River, which passes approximately 500 feet north of the project site and is mapped on the USFWS National Wetlands Mapper as Riverine habitat, Freshwater Forested/Shrub Wetland, and Freshwater Emergent Wetland (USFWS 2019). However, the channel consists of concrete bed and banks and therefore, does not support wetland resources such as saturated soil or wetland vegetation. Project implementation would also not

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involve direct removal, filling, hydrological interruption, or other direct or indirect impact to wetlands under jurisdiction of regulatory agencies. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. The project site is almost entirely developed and is surrounded by developed urban uses. Thus, the project site is not available for overland wildlife movement or migration. The project site contains a few trees along the norther perimeter of the property, but these are primarily ornamental and do not provide suitable nesting habitat for migratory birds. Project development would not substantially interfere with a wildlife corridor. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. The City of Industry does not have any established ordinances protecting biological resources. Therefore, no impact would occur and no mitigation measures are necessary.

- 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 habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that govern the project site (CDFW 2019). No impact would occur.

3.5 CULTURAL RESOURCES

Issues	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?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Would the project:

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

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

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

As shown in Figure 3, *Aerial Photograph*, the project site is currently developed with a vacant industrial building, a railroad spur, seven raised tanks and a silo. The project site was previously used for production, laboratory, storage and office operations for ink manufacturing in the past. Project development would involve demolition of the vacant building and other site improvements. The building was constructed around the 1970s. The state-recommended threshold under which buildings may be considered historic resources is a construction age of 50 years (California Code of Regulations, §4852.d.2). Although the building has been standing for approximately 50 years, it is not considered historic. Neither the building or project site meet any of the state or federal criteria of a historic resource identified above. No historical events have occurred onsite or in the building, and no persons of significance have resided or currently reside onsite. Additionally, the building is of modern construction and does not exhibit any unique architectural style or features; it is a common industrial-style building design found throughout the City and greater Los Angeles County. The building does not include architectural elements or features to suggest unique design or construction.

Furthermore, the project site is not identified on any federal or state historic registers or sources, including the National Register of Historic Places and California State Historical Landmarks and Points of Historical Interest (NPS 2020, OHP 2020). The closest California Historical Resources to the project site is the structures located within the Workman and Temple Family Homestead Museum, approximately 3.3 miles to the southeast. Project development would occur within the confines of the project site would not impact these historical resources in any way. Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact With Mitigation. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly industrialized area of the City; most of the project site has already been disturbed due to grading and construction activities associated with current and past uses of the project site. Given the highly disturbed condition of the project site and its surroundings, as well as the minimal grading

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required for project construction, the potential for development of the proposed project to impact an unidentified archeological resource is considered extremely low. However, in the unlikely event that prehistoric and/or historic archaeological resources are discovered during ground-disturbing activities, mitigation measure CUL-1 has been identified to ensure impacts to archaeological resources would be less than significant.

Mitigation Measure

CUL-1 If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: During future grading and construction activities

Monitoring/Enforcement: City of Industry

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

Less Than Significant Impact. California Health and Safety Code, Section 7050.5; CEQA Guidelines Section 15064.5; and Public Resources Code, Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

There are no cemeteries or known human burials at the project site, and the subject property has been previously disturbed during similar building construction; however, ground disturbance (i.e., grading and excavation) would have the potential to result in discovery of human remains (although the potential is considered to be very low). In the unlikely events that human remains are discovered during ground-disturbing activities, compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels. No mitigation measures are necessary.

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3.6 ENERGY

Issues	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 impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Would the project:

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

Less Than Significant Impact. The following discusses the potential energy demands from construction activities associated with the development of the automotive dealership project and its operation.

Short-Term Construction

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

Long-Term Operation

During operation, energy would be used for heating, cooling, and ventilation of the new proposed warehouse; water heating; equipment; appliances; and indoor, outdoor, and perimeter lighting and security systems. Currently, the project site is an existing 52,182 square foot warehouse, which would be demolished to construct a 76,877 square foot warehouse. The new proposed warehouse would result in a net increase of industrial warehousing space by of 24,695 square feet and an increase in natural gas usage of 18,472 kilo-British Thermal Units per year and electricity usage of 433,273 kilowatt hours per year. While the project would result in an overall increase in square footage and energy usage, the proposed building would be designed and built to comply with the 2019 Building Energy Efficiency Standards (Standards) and would be a more energy-efficient (i.e., natural gas and electricity) building compared to the former existing building onsite. For comparison, under

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the 2019 Building Energy Efficiency Standards, non-residential buildings are generally 30 percent more energy efficient than the 2016 Building Energy Efficiency Standards. When compared to the older Building Energy Efficiency Standards prior to the 2016 Standards, the increase in building energy efficiency under the 2019 Standards is even greater. Thus, while energy usage would increase after implementation of the proposed project, overall energy efficiency would be greater compared to the existing use. Therefore, the proposed project would not result in inefficient, wasteful, and unnecessary consumption of energy during operation, and impacts would be less than significant.

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

Less Than Significant Impact. The state’s electricity grid is transitioning to renewable energy under California’s Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state’s renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (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. In September 10, 2018, Governor Brown signed Senate Bill 100 (SB 100), which raises California’s RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Overall, the statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as the Industry Public Utilities Commission, whose compliance RPS requirements would contribute to the state objective of transitioning to renewable energy. In addition, the proposed building would be built to meet the 2019 Building Energy Efficiency Standards and the California Green Building Standards Code, which would result in an increase in building energy efficiency compared to the existing building. Furthermore, under the 2019 Standards, the proposed building would be built to be solar ready and would enable it to accommodate future installation of a solar photovoltaic system. Therefore, the project would not conflict with state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

3.7 GEOLOGY AND SOILS

Issues	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:				

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

The analysis in this section is based partly on the following technical study, which is included as Appendix B to this Initial Study:

- *Percolation/Infiltration Testing for On-Site Storm Water Management, Sladden Engineering, 2020, March 3.*

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.**

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. Surface rupture is the most easily avoided seismic hazard. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault zone where the fault breaks along the surface. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to

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people and habitable buildings. Before jurisdictions can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the proposed development site is not threatened by surface rupture from future earthquakes.

The project site is not within or near an established Alquist-Priolo Earthquake Fault Zone and the nearest mapped active faults—that is, a fault that has ruptured during Holocene time (the last 11,700 years)—is the Whittier Fault approximately 4.3 miles to the south (CGS 1999, CGS 2010). Due to the distance to the active fault, the potential for surface rupture of a fault onsite is considered very low. Therefore, project development would not subject people or structures to hazards arising from surface rupture of a known active fault. Impacts would be less than significant and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The most significant geologic hazard to the design life of the proposed project is the potential for moderate to strong ground shaking resulting from earthquakes generated on the faults in seismically active southern California. As with other areas in southern California, it is anticipated that the project site will likely be subject to strong ground shaking due to earthquakes on nearby faults.

As noted above, the Whittier Fault is approximately 4.3 miles to the south of the project site. This fault, as well as others in the region are considered capable of producing strong shaking at the project site, thereby exposing people or structures on the site to potential substantial adverse effects, including the risk of loss, injury, or death. The intensity of ground shaking on the project site would depend on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site.

However, the project site is not at a greater risk of seismic activity or impacts than other sites in southern California. California regulates development in the state through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The buildings and structures that would be built and occupied would be designed and constructed in accordance with California regulations. For example, structures for human occupancy would be required to be designed to meet or exceed the most current California Building Code (CBC; California Code of Regulations, Title 24, Part 2) standards for earthquake resistance. The CBC is adopted by reference in Title 26 (Building Code) of Chapter 1 (Administration) of the Los Angeles County Code of Ordinances. The Los Angeles County Building Code is adopted by reference in Title 15 (Buildings and Construction) of the City of Industry Municipal Code. The CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards; it contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability of occurring in the project site. The proposed development would be required to adhere to the provisions of the CBC, which are enforced by the City during the development review and building plan check process. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based on three main factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking.

Based on a review of the Baldwin Park Quadrangle Official Map of Seismic Hazard Zones, the project site is located in an area subject to liquefaction hazard (CGS 1999). However, based on the percolation/infiltration testing performed at the project site, groundwater was encountered in the upper 50 feet during subsurface explorations (Sladden Engineering 2020). Since the project site is not subjected to shallow groundwater (less than 50 feet), liquefaction potential at the project site is low. Therefore, impacts associated with liquefaction would be less than significant and no mitigation measures are necessary.

iv) Landslides?

No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The project site is generally flat with no significant slopes. There are no steep hills or bluffs on, adjacent to or in the vicinity of the project site. Based on a review of the Baldwin Park Quadrangle Official Map of Seismic Hazard Zones, the project site is not in an area subject to landslide hazards (CGS 1999). Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earth-moving activities if erosion control measures are not used.

Construction Phase

Project development would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. These activities could result in soil erosion through uncontrolled stormwater runoff, as dust particles during high winds or by being tracked offsite by construction vehicles exiting the site. However, development on the project site is subject to local and state codes and requirements for erosion control and grading during construction. For example, project development is required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 (Nuisance) and 403 (Fugitive Dust), which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite. For example, as outlined in Table 1 of Rule 403 (Best Available Control Measures), control measures to reduce erosion during grading and

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construction activities include stabilizing backfilling materials when not actively handling, stabilizing soils during clearing and grubbing activities, and stabilizing soils during and after cut-and-fill activities.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board, effective July 17, 2012, regulates construction activities to minimize water pollution, including sediment risk from construction activities to receiving waters. Project development would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is further discussed in Section 3.10, *Hydrology and Water Quality*. The project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. For example, types of BMPs that are incorporated in SWPPPs and would help minimize impacts from soil erosion include:

- Erosion controls: cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- Sediment controls: Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- Tracking controls: Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Adherence to the BMPs in the SWPPP and adherence with local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, soil erosion impacts from project-related grading and construction activities would be less than significant and no mitigation measures are necessary.

Operation Phase

After project completion, the project site would be approximately 87 percent impervious and developed with a new industrial warehouse/office facility and associated hardscape and landscape improvements. The proposed project would have to comply with the City's Municipal Code, Chapter 13.16 which requires preparation of a Preliminary low impact development (LID) Plan and a plan showing BMP's to reduce stormwater runoff which will prevent erosion. Additionally, all landscaped areas would be required to comply with Chapter 13.18 (Water Efficient Landscapes) of the Municipal Code. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Therefore, soil erosion impacts from the project's operation phase would be less than significant and no mitigation measures are necessary.

- 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. Hazards from liquefaction are addressed above in Section 3.7.a.iii, and landslide hazards are addressed above in Section 3.6.a.iv. As concluded in these sections, impacts would be less than significant.

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Lateral Spreading

Lateral spreading is a phenomenon that occurs in association with liquefaction and includes the movement of non-liquefied soil materials. The project site is not prone to lateral spreading because near-surface site sediments are not prone to liquefaction. Since the project site is not subjected to shallow groundwater (less than 50 feet), liquefaction potential at the project site is low. Therefore, impacts associated with lateral spreading would be less than significant and no mitigation measures are necessary.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is not mapped in an area of subsidence by the US Geological Survey (USGS 2020) and the project does not propose any groundwater withdrawal that would create or worsen ground subsidence. Therefore, impacts associated with subsidence would be less than significant and no mitigation measures are necessary.

Collapsible Soils

Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. The project applicant would be required to prepare a site-specific geotechnical report pursuant to the CBC and the City's development code. The geotechnical report would include a detailed assessment of the suitability of site soils for supporting the proposed structures and other site improvements, and it would provide needed design recommendations for remedial grading and for foundation design to minimize hazards from unsuitable soils. Site grading, design, and construction of the project would conform with the design recommendations of the geotechnical report. Further, CBC Section 1705.6 sets forth requirements for inspection and observation during and after grading. Compliance with the provisions of the CBC and design recommendations outlined in the geotechnical report would be ensured through the City's development plan review process. Therefore, project development would not cause substantial hazards arising from collapsible soils. Impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. Expansive soils, typically consists of clay minerals, shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. The percolation/infiltration testing performed for the proposed project identified the presence of silty sand soil at the project site. Due to the lack of clay minerals within the soil at the project site, the project site is not subjected to expansive soil. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. The project site is served by existing sewer infrastructure and project construction would not require connections to septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. Paleontological resources are fossils, that is, the recognizable remains or evidence of past life on earth, including bones, shells, leaves, tracks, burrows, and impressions. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly industrialized area of the City; most of the site has already been disturbed due to grading and construction activities associated with current and past uses of the site. Additionally, the City is not known to contain documented paleontological features (Industry 2014). Given the highly disturbed condition of the project site and its surroundings, as well as the minimal grading required for project construction, the potential for development of the project to impact an unidentified paleontological resource is considered extremely low. No paleontological resources were identified during prior development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. Therefore, impacts to paleontological resources would be less than significant and no mitigation measures are necessary.

3.8 GREENHOUSE GAS EMISSIONS

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

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG

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identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.^{2, 3}

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project related GHG emissions. Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.⁴ Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately (CARB 2017a).⁵ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the proposed project:

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and operation-phase GHG emissions are shown in Table 3-5, *Net Project-Related Operation GHG Emissions*. Operation emissions shown in the table represent the net change in emissions between the proposed and existing land uses. As shown in the table, the proposed project would generate a net increase in GHG emissions from vehicle trips generated by the project (e.g., employees and truck trips) energy

² Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

³ Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

⁴ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

⁵ Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017a).

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use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., landscaping equipment used on-site, consumer products, coatings), water/wastewater generation, and waste disposal. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project. Overall, development and operation of the proposed project would not generate net annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year (South Coast AQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant.

Table 3-5 Net Project-Related Operation GHG Emissions

Source	GHG (MTCO _{2e} /Year)
	Net Project ¹
Area	<1
Energy	102
Off-Road	127
Mobile – Passenger Vehicles	41
Mobile – Trucks	243
Solid Waste	12
Water	17
Amortized Construction Emissions ²	14
Total	555
South Coast AQMD Bright-Line Threshold	3,000 MTCO _{2e} /Yr
Exceeds Bright-Line Threshold?	No

Source: CalEEMod, Version 2016.3.2.25. Totals may not equal to the sum of the values as shown due to rounding

Notes: MTons: metric tons; MTCO_{2e}: metric ton of carbon dioxide equivalent

¹ Net inventory calculated based on proposed square footage of warehouse minus existing warehouse square footage (76,877 – 52,182=24,695).

² Total construction emission are amortized over 30 years per South Coast AQMD methodology.

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

No Impact. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. 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.

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Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. 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). On December 24, 2017, CARB adopted the Final 2017 Climate Change 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 2017c). While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 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 recently adopted the 2020-2045 RTP/SCS (Connect SoCal) for the limited purpose of transportation conformity on May 7, 2020 and will consider full adoption of the plan in 120 days (SCAG 2020). The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas, provide neighborhoods with efficient and plentiful public transit, establish abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data so as to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network identified in Connect SoCal, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The 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. As discussed in Section 3.11(b) of this Initial Study, the proposed warehousing use is a permitted use under both the Industrial zoning designation and the General Plan land use designation of Employment. Thus, the proposed project is consistent with the underlying zoning and General Plan land use designations. Furthermore, vehicle miles traveled (VMT) associated with heavy duty trucks involved in goods movement is outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. The following is the list of RTP/SCS goods-movement strategies that are applicable to the proposed warehousing project:

- **Regional Clean Freight Corridor System.** Establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment and finally reaching Interstate 15 in San Bernardino County

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- **Truck Bottleneck Relief Strategy.** Working to relieve the top 50 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions
- **Good Movement Environmental Strategy and Action Plan.** Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives. Advancing technologies to implement a zero- and near zero-emission freight system.

Therefore, overall, implementation of the proposed project would not interfere with SCAG’s ability to implement the regional strategies outlined in the RTP/SCS and impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Issues	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?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

The analysis in the section is based party on the following technical study, which is included as Appendix C to this Initial Study.

- *Phase I Environmental Site Assessment, Advanced Geo Environmental, 2019, November 18.*

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Project Site History

The term “hazardous material” is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of “hazardous material” is the same as California Health and Safety Code, Section 25501:

Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

“Hazardous waste” is a subset of hazardous materials, and the definition is essentially the same as California Health and Safety Code, Section 25117, and California Code of Regulations, Title 22, Section 66261.2:

Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

A Phase I Environmental Site Assessment (Phase I) was prepared to disclose potential environmental conditions on the proposed project site. The purpose of a Phase I is to identify recognized environmental conditions (RECs) in connection with the subject property. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Conditions that are determined to be de minimis, which do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies, are not recognized environmental conditions.

The Phase I further identifies historical RECs and controlled RECs. A historical REC (HREC) is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A controlled REC (CREC) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

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The project site has undergone extensive environmental investigations performed under the oversight of the DTSC as part of Flint Inks vacancy of the property. During these investigations, contaminants in the soil and soil vapor were determined to be acceptable for commercial/industrial uses. A final closure certification from the DTSC was issued by in November 2019 with a land use covenant indicating that the property can only be used for commercial/industrial purposes. The City will condition this covenant upon project approval. The following historical investigations were identified for the proposed project site on the DTSC's Envirostor data base:

RCRA Facility Assessment Report, July 2004:

This report was prepared for the US EPA under EPA's 'RCRA Facility Assessment Guidance'. Spills from wastes or hazardous constituents associated with waste management activities including releases from solid waste management units (SWMUs) and other Areas of Concern (AOCs) were investigated. The report is a comprehensive summary of information obtained from reviews of regulatory agency files along with a visual inspection of the property. Items summarized in the report include facility processes and waste management.

The facility processed waste water from ink manufacturing which was stored in an 8,000-gallon underground storage tank (UST) located northwest of the building. The UST was used from 1968 until 1983 and was removed in 1990 under regulatory guidance. Soil samples were collected at the time of removal and elevated petroleum hydrocarbon concentrations were found in the soil. In addition, various metals were detected. Groundwater was not encountered. Groundwater in the area is reported at approximately 90 feet below surface grade. In 1992, a preliminary assessment was conducted identifying 31 above ground storage tanks (ASTs) of varying size containing raw ink materials and /or finished products.

Three SWMUs were identified in the RFA including 1) the former 8,000-gallon UST, 2) the tub-washer, and 3) drum storage area.

AOCs included the AST area (tank farm), Compressor Area, North Wall of Manufacturing Building, Transfer Lines Area, Southwest Sump and Drum Storage Area Sump. One was boring drilled to approximately 40 feet in the AST Area, soil samples collected from the boring indicated elevated concentrations of petroleum hydrocarbons in one sample.

The RFA concluded there were substantial releases of hazardous waste constituents in four SWMUs and AOCs and potential releases at other AOCs. An additional investigation was recommended.

Acknowledgement of Closure Certification, June 2014

Correspondence from the DTSC regarding the closure of the 8,000-gallon UST (identified as SWMU). The closure performance standards for soil were set and concentrations in samples from below the UST were well below the standard. Total petroleum hydrocarbons (TPH) as diesel was reported below detection limits in the UST excavation. Oil and grease were also reported are less than the detection limit. These met the closure performance standard. DTSC determined that the closure performance standards in the modified Closure Plan approved in November 1989 were met for the underground hazardous waste management unit (HWMU) and DTSC considers it to be closed.

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Corrective Action Consent Agreement, May 2016

The executed Corrective Action Consent Agreement between the DTSC and Flint Group identifies the three WMUs and seven AOCs. The Flint Facility formerly manufactured printing ink for commercial and industrial uses and generated wastewater during the rinsing of paint tubs. Waste water was stored in a former UST, which was a HWMU. The tank was excavated per guidance set forth in the *Revised Closure Plan*, prepared by Blymer Engineers, Inc., February 1989. The closure plan was for the 8,000-gallon UST containing ink processing rinseate waste from the UST facility, and removed under the Los Angeles Regional Water Quality Control Board (LAWQRCB) oversight on March 27, 1990. A "no further action" letter was issued to Flint Facility by the LAWQCB on October 12, 2004.

The Department of Toxic Substances Control conducted a visual site inspection (VSI) on May 10, 2001. A RCRA Facility Assessment (RFA) incorporating the findings of the VSI was completed in June 2004. Based on the RFA, further action is being recommended to investigate the extent and threat of hazardous waste releases at the Facility.

A draft corrective action consent agreement between DTSC and Flint Group was prepared and signed in April 2016. In March 2018, DTSC received a RCRA Facility Investigation Work Plan and subsequently approved the work plan. The Workplan was implemented at the Site in June and July 2018. Subsequently, in September 2018, the Flint Group submitted the first draft of the RCRA Facility Investigation (RFI) Report. Based on the review of the RFI, DTSC approved the revised report. The letter from February 2019 indicated that "the data did not reveal any significant release of constituents-of-concern at the facility." Subsequently, DTSC will evaluate whether or not to terminate the corrective action.

Revised RCRA Facility Investigation (RFI) Report, Ramboll Environ, January 2019

The most recent assessment and summary of the site was submitted in January 2019. Ramboll Environ submitted a Revised RFI report for the site. The report summarized previous investigations including soil, soil vapor sampling and soil excavations in various AOCs and SMUs at the site. The investigation evaluated if the subsurface had been impacted by historical operations in area of the identified SWMUs and AOCs of the property, confirmed previous soil vapor sampling results in various AOCs, and determine if the impact creates an unacceptable health risk. The report concluded that these areas of SWMUs and AOCs on the site had not been impacted at a level that would create a health risk and indicated unrestricted regulatory closure of the various AOCs and SWMUs. In February 2019, DTSC a determined a public notice of a proposed 'RCRA Corrective Action Completion with Controls' at the Flint Group Facility. DTSC drafted the 'Statement of Basis', 'CEQA Notice Of Exemption', 'Community Update' (Fact Sheet), and public notice announcement for newspaper publication within the area encompassing the facility.

RCRA Proposed Corrective Action Completion with Controls, Prepared by DTSC, May 2019

This document summarized the previous assessments completed at the site, and includes a "Statement of Basis" for the RCRA Corrective Action Completion. The DTSC determined controls are appropriate because likely impacted soils remain underneath the ASTs in the active AST Area and the soils beneath the building itself were not required to be evaluated due to continuing operations of 'corrective action complete with Controls'

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after reviewing the available investigation data for the site. RCRA Preliminary Assessment, Facility Assessment and a Corrective Action Consent Agreement were summarized ultimately determining the corrective action complete with controls. DTSC is proposing to make a determination of "RCRA Corrective Action Complete with Controls" after developing sufficient information through the RCRA Facility Assessment (RFA) and RFI portions of the corrective action process to reasonably assure that unacceptable exposure to potential industrial/commercial receptors and release or threatened release of hazardous substances and/or hazardous constituents to the environment will be prevented by implementation of institutional controls and Operation and Management (O&M) Plan.

Statement of Basis, Prepared by DTSC, May 2019

This document summarizes the RCRA Corrective Action Completion, as part of the public participation requirements for closure of the facility. The document summarizes corrective action and investigation completed at the site. This is essentially the same document with a different title as the May 2019 document identified above.

In addition to the regulatory data base, the following documents were identified in the Phase I, or provided by the applicant after completion of the Phase I:

Revised Closure Plan, Blymer Engineers, Inc., February 1989

Closure plan for an 8,000-gallon UST containing ink processing rinseate waste from the UST facility.

Tank Removal, Blymer Engineers, Inc., August 1990

A 10,000-gallon diesel fuel UST was removed from the property. Two soil samples collected beneath the UST did not contain any detectable concentrations of petroleum hydrocarbons.

Initial Subsurface Investigation, October 1990, Blymer Engineers, Inc

The investigation was required by the RWQCB after a site inspection was completed at the property in March 1990. The RWQCB found evidence of oil and ink waste leaks. Soil samples were collected and analyzed for total recoverable petroleum hydrocarbons (TRPH) and volatile organic compounds (VOCs). Elevated concentrations of TRPH were only found in one sample at a depth of 1-foot bsg. VOCs were not detected in any of the samples collected.

Level I Environmental Site Assessment, Blymer Engineers, Inc., August 1991

Report discussing history of the property and possible hazardous material used at the site. During the visual inspection, ten, 4,000-gallon ASTs were noted. Other ASTs were also noted, along with a trench, pit, sumps, 55-gallon drums of waste oil and drains. According to the report, the LAFD has records indicating four USTs were located at the site. In addition, the report concluded that asbestos-containing materials (ACMs) were observed and subsequently tested.

Soil Vapor Survey Results, October 1992, Blymer Engineers Inc.

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As required by the RWQCB, twelve soil vapor points at depths ranging from 5 to 15 feet were established at the site. VOCs, including PCE and 1,1,1-TCA, were detected in every sample collected at minor concentrations. However, based on the low concentration of VOCs detected, no further soil vapor sampling was recommended.

Final Closure Report, March 1994, Environmental Remediation Corporation (EREMCO)

The report indicates previous soil contamination detected at the site was minor and found at shallow depths. Soil excavation was performed in these areas. Sample results indicated VOCs and TPH were not detected with the exception of minor TPH being detected in a single sample. The report concluded that the site had been completely remediated and closure was requested.

No Further Action letter, October 1994

The letter was issued by the RWQCB in relation to the Well Investigation Program investigation which was performed to determine if the subject property operations had contributed to the regional VOC plume in the vicinity of the property. Based on the findings of the Final Closure Report and other historical documents, it was determined the subject property was not a contributor to the regional plume and no further action was required at the facility.

Limited Site Investigation, August 2002, URS Corporation

The investigation was conducted to assess potential soil impacts associated with a limited area of stained surface soil. Shallow soil samples were collected from the area and analyzed for TPH, VOCs, SVOCs and metals. Only minor amounts of TPH and VOCs were detected in two of the samples and were below any clean up levels. All detected metals concentrations were within background levels. Based on the analytical results, no additional sampling was recommended.

RCRA Facility Assessment Report (RFA), 2004, Prepared by DTSC

This report was prepared for the US EPA under EPA's 'RCRA Facility Assessment Guidance'. Spills from wastes or hazardous constituents associated with waste management activities including releases from solid SWMUs and other AOCs were investigated. This report summarizes past operations at the site and identified potential areas of concern at the site. Soil samples were collected at the time of removal and elevated petroleum hydrocarbon concentrations were found in the soil. In addition, various metals were detected. Groundwater was not encountered. Groundwater in the area is reported at approximately 90 feet below surface grade. In 1992, a preliminary assessment was conducted identifying 31 ASTs of varying size containing raw materials and /or finished products.

Three SWMUs were identified in the RFA including 1) the former 8,000-gallon UST, 2) the tub-washer, and 3) drum storage area.

AOCs included the AST area, Compressor Area, North Wall of Manufacturing Building, Transfer Lines Area, Southwest Sump and Drum Storage Area Sump. One boring to approximately 40 feet was established in the AST area, soil samples indicated elevated concentrations of petroleum hydrocarbons in one sample only. The

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RFA concluded there were substantial releases of hazardous waste constituents in four SWMUs and AOCs and potential releases at other AOCs. An additional investigation was recommended.

In addition, exposure pathways for human health risk were discussed and it was determined that if releases from the identified SWMUs or AOCs occurred, there would be potential for the contamination to migrate into groundwater and move towards drinking water wells located northwest of the property. Also stated was the potential for exposure to contamination that might migrate into surface water through storm drains.

Current Conditions Report, October 2016, Ramboll Environ

The report was prepared to satisfy portions of a RCRA Facility Investigation (RFI) and evaluated the type and extent of hazardous waste releases, if any, from previously identified SMWUs and AOCs at the site. The report also identified data gaps in areas which may need additional investigation. The report summarized past investigations and identified any data needs which included shallow soil and soil vapor sampling in two of the SWMUs and two of the AOCs.

Revised RCRA Facility Investigation (RFI) Report, Ramboll Environ, January 2019

The report summarized previous investigations including soil, soil vapor sampling and soil excavations in various AOCs and SMUs at the site. The investigation evaluated the if the subsurface had been impacted by historical operations in various areas (identified SWMUs, AOCs) of the property, confirmed previous soil vapor sampling results, in various AOCs and determine if the impact creates an unacceptable health risk. The report concluded that these areas of the site had not been impacted at a level that would create a health risk and indicated unrestricted regulatory closure of the various AOCs and SWMUs. In February 2019, DTSC posted a public notice of a proposed 'RCRA Corrective Action Completion with Controls' at the Flint Group Facility. DTSC drafted the 'Statement of Basis', 'CEQA Notice Of Exemption', 'Community Update' (Fact Sheet), and public notice announcement for newspaper publication within the area encompassing the facility.

The most recent assessment and summary of the site was conducted in January 2019. Ramboll Environ submitted a Revised RFI report for the site. The report summarized previous investigations including soil, soil vapor sampling and soil excavations in various AOCs and SMUs at the site. The investigation evaluated the if the subsurface had been impacted by historical operations in various areas (identified SWMUs, AOCs) of the property, confirmed previous soil vapor sampling results, in various AOCs and determine if the impact creates an unacceptable health risk. The report concluded that these areas of the site had not been impacted at a level that would create a health risk and indicated unrestricted regulatory closure of the various AOCs and SWMUs, including the seven exterior ASTs.

Status of Environmental Conditions, March 2019, Ramboll Environ

Ramboll's evaluated soil vapor, based on shallow soil vapor samples collected at the site indicated VOCs were not detected in the shallow soil vapor. Deeper soil vapor samples contained minor concentrations of PCE at levels below commercial and residential screening levels, both inside and outside the building. Soil quality was evaluated from data collected inside and outside the building which were analyzed for various constituents, depending on depth and location of the sample. Samples were analyzed for metals, TPH and pH. Based on the

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analytical results, TPH was not detected and metals were within background concentrations. Ramboll concluded the DTSC approved the revised RFI Report in February 2019 indicating the termination of the site's corrective action.

RCRA Proposed Corrective Action Completion with Controls, Prepared by DTSC, May 2019

This document summarizes the previous assessments completed at the site, and includes a "Statement of Basis" for the RCRA Corrective Action Completion. The DTSC proposed to make a determination. The DTSC determined controls are appropriate because likely impacted soils remain underneath the ASTs in the active AST Area and the soils beneath the building itself were not required to be evaluated due to continuing operations of corrective action complete with Controls' after reviewing the available investigation data for the site. RCRA Preliminary Assessment, Facility Assessment and a Corrective Action Consent Agreement were summarized ultimately determining the corrective action complete with controls. DTSC proposed to make a determination of "RCRA Corrective Action Complete with Controls" after developing sufficient information through the RCRA Facility Assessment (RFA) and RFI portions of the corrective action process to reasonably assure that unacceptable exposure to potential industrial/commercial receptors and release or threatened release of hazardous substances and/or hazardous constituents to the environment will be prevented by implementation of institutional controls and Operation and Management (O&M) Plan.

DTS Notice Of Final Decision for the RCRA Corrective Action Completion With Controls (U.S.EPA Number Cad 008 330 185)

DTSC prepared the Final Notice based on the administrative record that the implementation of the Institutional Control in the form of a Land Use Covenant (LUC) is appropriate and would be protective of the environment and human health. The Notice included the Notice of Exemption in compliance with the California Environmental Quality Act (CEQA). With the Final Notice, the proposed project can be developed for allowable land uses, including industrial and warehousing uses.

Would the project:

- 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.

Construction

The proposed project site is developed with an approximately 51,900-square foot building, which is located in the center of the site. One, single-story building at the site housed production, laboratory, storage and office operations for ink manufacturing. The site has a tank farm area to the north with seven ASTs, which were used to store ink and vegetable based oils; two sets of train tracks that run through the northern portion of the property, an in-ground offloading device set into the train track area by the warehouse for the offloading of carbon black, an outdoor hopper for the storage of carbon black, and a loading and loading dock area for the loading of ink products and the offloading of raw materials. Historic major operations conducted at the site consisted of ink manufacturing, including raw material and product receiving, product processing, and product

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container filling, transferring, and shipping. The site is currently vacant and the site, including the tank farm, is being decommissioned under the guidance the City of Los Angeles serving as the Certified Unified Program Agency (CUPA).

Historically, the property utilized one, 8,000-gallon UST to contain ink waste wash water. This UST was installed in the late 1960s and removed in the 1980s. Additionally, one 10,000-gallon diesel fuel UST was located on the property and was removed in 1990. Currently there are no USTs on the site. During the Revised RCRA Facility Investigation Report (RFI), prepared for closure and decommissioning of the facility, Ramboll US Corporation (Ramboll) staff observed 42 ASTs, the majority comprised of 55-gallon drums throughout the proposed project site. Seven of the ASTs included the tank farm area. As described in Section 1.2.1, Existing Land Use, the tank farm consists of four-50,000 gallon above ground storage tanks (ASTs) and three-20,000-gallon ASTs. The ASTs and the associated above ground piping to transfer the materials are located within bermed concrete.

The primary raw material used at the proposed project site were carbon black, varnishes, petroleum-based oils, soy-based oils, waxes, and powder additives. In addition, the operator used maintenance-related materials, such as oils, lubricants, greases, aqueous degreasers, welding gases, boiler/cooling tower/water treatment chemicals, refrigerant chemicals, and cleaning solvents.

The RFI identified three SWMUs and seven AOCs. The SWMUs and AOCs are listed below:

- **SWMU-1, Former 8,000-Gallon UST:** The 8,000-gallon UST, formerly containing wastewater, was installed in 1968, decommissioned in 1983, and excavated and removed under the LARWQCB and the Department of Health (DHS) oversight in 1990. The LARWQCB granted a No Further Action (NFA) for the UST in a letter dated October 12, 1994 and the DTSC confirmed the SWMU is closed on June 9, 2014.
- **SWMU-2, Former Tub Washer:** The Former Tub Washer was installed in 1983, when the use of the former 8,000-gallon UST ceased. The former tub washer was a closed system consisting of a clarifier and a vat where tubs containing small amount of residual ink were washed. The former tub washer was removed in 2001. No information regarding the removal is available.
- **SWMU-3, Former Drum Storage Area:** The Former Drum Storage Area was located in the west corner of the building exterior and consisted of 55-gallon drums stored on wooden pallets. Historically, wastes removed from the former tub washer were placed in 55-gallon drums, labored, and transferred to the former drum storage area, pending off-site disposal.
- **AOC-1, Above Ground Storage Tank Area:** The ASTs are located northwest of the building and are used to store finished products and oils. At the time of the RCRA, the AOC was active. During Ramboll's site visit, the concrete appeared to be in good condition, with minimal observed staining.
- **AOC-2, Two On Site Soil Piles Resulting from 8,000-Gallon UST Excavation:** These soil piles were removed and this AOC received an NFA from the LARWQCB in a letter dated October 12, 1994. The DTSC has confirmed that the AOC is closed on June 9, 2014.

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- **AOC-3, Compressor Area:** The compressor room area is located inside the northern corner of the building. The LARWQCB initially observed discharge of compressor water and oil to bare soil at the northwest corner of the building exterior. At the time of the site visit by Ramboll, the concrete floor in the compressor room appeared dry with moderate oily stains. The concrete appeared to be dry with no visible cracking.
- **AOC-4, North Wall of Manufacturing Building:** The LARWQCB observed discharge of ink wastes to bare soil through cracks in the north wall of the building, which includes the compressor room and the boiler room. Ramboll did not observe any staining or cracks along the northern wall. Moderate oily staining was observed on the asphalt surface between the rail spur and the northern wall.
- **AOC-5, Transfer Lines Area:** The LARWQCB observed discharge of inks to bare soils under the transfer lines at the southwest of the railroad siding. The railroad siding is located parallel to the northwestern wall of the building. The transfer line is approximately 15-feet deep and is covered with a concrete ramp. During Ramboll's site visit, the concrete ramp that covers the transfer line appeared to be in good condition with minimal observed staining.
- **AOC-6, Southwest Sump:** The LARWQCB observed a sump located by the shipping receiving area. The sump is a rainwater catch basin. The run-off that is captured in the sump gets pumped to the storm sewer system. The sump is approximately 5-feet deep and during Ramboll's site visit, contained a small amount of water.
- **AOC-7 Drum Storage Area Sump:** The LARWQCB observed a sump located at the southwest end of the railroad siding. The sump receives water from the tank farm. The sump is approximately 6-feet deep and during Ramboll's site visit, contained a small amount of water.

Based on the evaluation of existing investigations and observations made during the site visit, it was determined that further soil sampling was required for SWMUs-2 and -3, and for AOC-3 through AOC-6. Based on historical site operations, available information regarding Flint's chemical use, and data obtained from historical investigations and remediation, AOC-1 had been addressed sufficiently by previous soil investigations and subsequent excavations. As such, Ramboll concluded that additional investigations were not warranted at AOC-1 and DTSC concurred, and the ASTs could be decommissioned under the guidance of the City of Los Angeles CUPA, and decommissioning is currently underway.

The project site is located within Area 4 of the San Gabriel Valley Groundwater Basin, known as the Puente Valley Operable Unit (PVOU) which is a state and federal Superfund area due to four major halogenated volatile organic compounds (HVOCs) contamination plumes in the groundwater.

Soil data collected from during the RFI were compared to DTSC-modified and/or USEPA commercial industrial and residential RSLs for soil, with the exception metals, which were compared to calculated site-specific background metal concentrations, using the upper 95 percent confidence level (95%UCL).

Soil gas data were compared to most up-to-date calculated commercial/industrial and residential soil gas screening levels. Soil gas screening levels are calculated as the ratio of the DTSC-Modified RSL (CalEPA 2018)

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or USEPA RSL (USEPA 2018) for commercial/industrial and residential air to a default attenuation factor of 0.001 for existing commercial buildings and residential future building, as recommended by CalEPA (2015).

The sampling results indicate that:

- In soil, TPH (GRO, DRO, and ORO) were either not detected above their respective laboratory reporting limits or detected at concentrations well below the commercial/industrial and residential thresholds. Similarly, metals were either not detected above their respective laboratory RLs or detected at concentrations several orders of magnitude below their respective regulatory thresholds.
- In soil gas, VOCs were not detected above their respective laboratory reporting limits in any of the shallow 5-foot soil gas samples. PCE (nine detections) and m,p-xylenes (1 detection) were the only VOCs detected in the 15-foot soil gas samples. PCE was detected at low concentrations ranging from 0.028 µg/l to 0.060 µg/l, well below the commercial industrial threshold of 2.0 µg/l and the residential threshold of 0.46 µg/l. m,p-xylenes were detected at a concentration of 0.024 µg/l, several orders of magnitude below the commercial/industrial and residential thresholds of 440 µg/l, and 100 µg/l, respectively. Additionally, two VOCs, 1,1-DCE and 1,1,1-TCA, which were historically detected in soil gas samples, were not detected during this RFI. The absence of VOCs from the shallow 5-foot soil gas samples and the presence of low VOC levels in the deeper soil column indicates that these low detections are unlikely to result from the SWMUs or AOCs and are more likely related to the San Gabriel Valley Area 2 – BPOU groundwater plume that underlies the Site.

The soil and soil gas sampling results do not present an unacceptable health risk or an environmental concern at SWMU-2 and SWMU-3, AOCs 3 through 6, and the transformer at the Site. The DTSC determined land use controls are appropriate because of the potential that impacted soils remain underneath the ASTs in the tank farm area and the soils beneath the building itself would not be required to be evaluated due to continuing operations of corrective action complete with Controls after reviewing the available investigation data for the site. In November 2019, the DTSC prepared a Final Notice based on the administrative record that the implementation of the Institutional Control in the form of a Land Use Covenant (LUC) is appropriate and would be protective of the environment and human health. The Notice included the Notice of Exemption in compliance with CEQA. With the Final Notice, the proposed project can be developed for allowable land uses, including industrial and warehousing uses. The City would enforce the LUC as a condition of approval of the proposed project.

Construction activities of the proposed project involve the use of larger amounts of hazardous materials than would project operation. Construction activities include the use of materials such as cleansers and degreasers; fluids used in routine maintenance and operation of construction equipment, such as oil and lubricants; fertilizers; pesticides; and architectural coatings including paints. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature and would cease upon completion of the construction phase. Project construction workers would also be trained in safe handling and hazardous materials use.

The use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws and regulations, including the California Department of Toxic Substances

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Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, County of Los Angeles Department of Environmental Health, and LACoFD. Title 40 of the Code of Federal Regulations, part 263, establish standards which apply to persons transporting hazardous waste. If a transporter discharges or spills hazardous waste, he or she is required to take appropriate, immediate action to protection human health and the environment such as notifying local authorities. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials through the implementation of established safety practices, procedures, and reporting requirements would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan requirements set forth by the City and the Los Angeles County Fire Department (LACoFD) would be required through the duration of the construction phase. As the site is currently vacant and is being decommissioned under the guidance the City of Los Angeles serving as the Certified Unified Program Agency (CUPA), it is not anticipated that any hazardous materials would be encountered during construction activities. . Therefore, hazards to the public or the environment arising from the routine use of hazardous materials during construction would be less than significant and no mitigation measures are necessary.

Operation

Operation of the proposed project would involve the limited use of hazardous materials for air conditioning, janitorial, maintenance, and repair activities, as well as medical supplies used at the nurse's office. These materials would include cleansers, paints, degreasers, adhesive, sealers, fertilizers, and pesticides for cleaning and maintenance purposes. However, these types of materials are not considered acutely hazardous and would be used in limited quantities. Warehouse and distribution facilities are also not associated with activities that use, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, heavy industrial, medical (e.g., hospital), and other similar uses.

Additionally, for warehousing purposes, only dry-storage uses would operate out of the proposed building—no cold-storage uses would operate onsite. Also, no manufacturing or food processing business would operate onsite. The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the movement of truck trailers in the open yard. The loading and unloading of truck trailers would occur in and be restricted to the exterior loading dock area. No loading or unloading activities would occur in the open yard area.

Furthermore, the use, storage, transport, and disposal of hazardous materials of the proposed project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, County of Los Angeles Department of Environmental Health, and LACoFD. Compliance with applicable laws and regulations governing the use, storage, transport,

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and disposal of hazardous materials through the implementation of established safety practices, procedures, and reporting requirements would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur.

Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during long-term operation of the proposed project would not occur. Impacts would be less than significant and no mitigation measures are necessary.

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. See response to Section 3.9.a., above. As concluded in this section, hazards to the public or the environment arising from the routine use of hazardous materials during project construction and operation phases would be less than significant and no mitigation measures are necessary.

The Phase I prepared for the proposed project indicated that there is potential for AMC and LBP present at the project site due to the age of the existing building. Demolition of the buildings can cause encapsulated ACMs (if present) to become friable and, once airborne, they are considered a carcinogen. A carcinogen is a cancer-causing substance or helps cancer grow. Demolition of the existing buildings can also cause the release of lead into the air if not properly removed and handled. USEPA has classified lead and inorganic lead compounds as "probable human carcinogens" (USEPA 2020). Such releases could pose significant risks to persons living and working in and around the project site, as well as to project construction workers.

If the presence of asbestos and lead are found during the full lead and asbestos survey, abatement of all ACM and LBP encountered (if any) during building demolition would be required to be conducted in accordance with all applicable laws and regulations, including those of USEPA, which regulates disposal; US Occupational Safety and Health Administration (OSHA); US Department of Housing and Urban Development; California Occupational Safety and Health Administration (Cal/OSHA, which regulates employee exposure); and SCAQMD.

For example, Cal/OSHA's regulations for exposure of construction employees to ACMs requires demolition materials be handled and transported the same as other, non-friable ACMs. USEPA requires all asbestos work performed within regulated areas be supervised by a competent person who is trained as an asbestos supervisor (USEPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities; the rule requires that buildings undergoing demolition or renovation be surveyed for ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

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Further, OSHA Regulation 29 (CFR Standard 1926.62) regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, and the safe demolition of buildings containing LBP or other lead materials. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Project compliance with all applicable laws and regulations related to ACM's and LBP would be ensured through the City's development plan review process.

Based on the preceding, hazards to the public or the environment arising from the disturbance and/or removal of hazardous materials onsite would be less than significant and no mitigation measures are necessary.

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

No Impact. The project site is not located within 0.25 miles of an existing or proposed school. The nearest school to the project site is Madrid Middle School, located approximately 0.5 mile to the west. Therefore, no impact would occur and no mitigation measures are necessary.

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. The Phase I Environmental Site Assessment prepared for the proposed project reviewed federal, state and regional regulatory agency databases (such as Geotracker, Envirostor, USEPA, DTSC, and etc.) to consider the potential of contamination from nearby sites and the project site. As described under Section 3.9.a, the proposed project site is listed on several regulatory databases as a result of the removal of the 8,000-gallon UST. As reported, the DTSC has closed the case. Subsequent investigations conducted as on behalf of Flint in order to decommission the ink manufacturing facility determined that the proposed project site could be decommissioned under regulatory oversight of the City of Los Angeles CUPA, including removal of the tank farm. The DTSC, after a review of the available data determined that the proposed project site, determined that with Institutional Controls, development of the project site could occur. The City would enforce the controls as a condition of approval.

Results of the records search did not identify adjacent or nearby sites within a 0.25-mile radius to present an potential environmental risk to the project site with the exception of the site being located within Area 4 of the San Gabriel Valley Groundwater Basin, a ground water plume that has been under investigation and remediation since 1984, and a Leaking Underground Storage Tank (LUST) located 350 feet north of the project site closed in 1998 (Sladden 2020). Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. The project site is not within an airport land use plan and there are no public airports or private airstrips within two miles of the site. The nearest airport to the project site is the San Gabriel Airport, approximately 2.6 miles to the northwest. There are privately and government operated helipads within the vicinity of the proposed project site; however, development of the proposed project would not alter the flight path of these helipads. Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to “be documented in the areas of planning, training, exercise, and performance.” The Los Angeles Operational Area Emergency Response Plan (OAERP) was approved by County of Los Angeles Board of Supervisors on June 2012. The purpose of the OAERP is to establish the coordinated emergency management system which includes prevention, protection, response, recovery and mitigation with the County of Los Angeles before, during and after an emergency. Under the OAERP, the Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County (Los Angeles County 2012).

The proposed project would not interfere with the implementation of the OAERP and any of the daily operations of the City’s Emergency Operation Center, Los Angeles County Fire Department (LACoFD), or Los Angeles County Sherriff’s Department. All construction activities would be required to be performed per the City’s and LACoFD’s standards and regulations. For example, the proposed project would be required to provide the necessary on and offsite access and circulation for emergency vehicles and services during the construction and operation phases. The proposed project would also be required to go through the City’s development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations, as set forth by LACoFD and in the Chapter 15.28 (Fire Code) of the City’s Municipal Code, to ensure that they do not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Therefore, the proposed project would not impair implementation of or physically interfere with the City of Industry nor Los Angeles County’s emergency response or evacuation plans. Project-related impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. There would be no impact for wildland fire risks due to implementation of the proposed project, as substantiated in Section 3.20, *Wildfire*. The project site is not in or near a state responsibility area or land classified as very high fire hazard severity zone (CAL FIRE 2007b). Therefore, implementation of the proposed project would not introduce people or structures to substantial hazards from wildland fires. No impact would occur and no mitigation measures are necessary.

3.10 HYDROLOGY AND WATER QUALITY

Issues	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 ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Would the project:

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

Less Than Significant Impact.

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Construction Phase

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). The project's construction phase may cause deterioration in the quality of downstream receiving waters if construction-related sediments or pollutants wash into the existing storm drain system and facilities in the area.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Non-sediment related pollutants that are also of concern during construction relate to non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. Construction-related activities would generate pollutants that could adversely affect the water quality of downstream receiving waters if appropriate and effective stormwater and non-stormwater management measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Construction projects of one acre or more are regulated under the Statewide Construction General Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Projects obtain coverage by developing and implementing a SWPPP estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described in Table 3-6, *Construction Best Management Practices*.

Table 3-6 Construction Best Management Practices

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes

Source: CASQA 2015

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The project's construction contractor would be required to prepare and implement an SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs, such as those outlined in Table 3-6, that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show the placement of those BMPs. Additional construction BMPs that would be incorporated into the project's SWPPP and implemented during the construction phase include but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exit with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected onsite drains and within roadways.
- Installation of silt fences around stockpile and covering of stockpiles.
- Use of secondary containment around barrels, containers and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous¹³ materials, etc.; and nutrients. Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. Based on the preceding, water quality and waste-discharge impacts from project grading and construction activities would be less than significant and no mitigation measures are necessary.

Operational Phase

Operational-related activities (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) would generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Requirements for waste discharges potentially affecting stormwater from project operations are set forth in Chapter 13.16 (Standard Urban Stormwater Mitigation Plan Implementation) of the City's Code. Standard Urban Stormwater Mitigation Plan (SUSMP) requirements include minimizing stormwater pollutants and limiting peak post-project stormwater runoff rates to no greater than predevelopment rates where increased runoff could increase downstream erosion.

Municipal Code Chapter 13.16 applies to new development involving parking lots of 5,000 square feet or more or having 25 or more parking spaces and potentially exposed to stormwater runoff. The proposed project includes 119 parking spaces and is subject to the Code requirements. As part of the permitting process, such facilities are required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against impacts to water quality would be incorporated in a project-specific SUSMP that is submitted to City staff for review and approval as part of the Development Plan review process. Project BMPs include source control BMPs, including both non-structural

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and structural. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction.

In order to meet the requirements of Section 13.16, the project site would include two infiltration systems with storm chambers using low impact development (LID) principles. The infiltration systems are designed to retain or filter stormwater runoff in order to prevent accelerated downstream erosion and protect stream habitat in natural drainage systems. Storm chambers allow stormwater to be stored until it can infiltrate into the ground which will minimize changes in post-development hydrologic stormwater runoff discharge rates, velocities, and duration. By development of the infiltration system would ensure that stormwater would be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed.

Based on the preceding, no significant water quality and waste-discharge impacts from project operation activities would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. The project site is located within the San Gabriel Valley Groundwater Basin where much of the Basin is a state and federal Superfund area due to four major halogenated volatile organic compounds (HVOCs) contamination plumes in the groundwater (Sladden Engineering 2020). Water to the project site is serviced by San Gabriel Valley Water District (SGVWD) (Industry 2011). SGVWD's water supply sources groundwater pumped from the Main San Gabriel Groundwater Basin and the Central Groundwater Basin, imported surface water purchased from Central District, and recycled water. SGVWD projects that it will have adequate water supplies to meet water demands in its service area for normal, single-dry, and multiple dry years (SGVWD 2017). The project site is not in or near a groundwater recharge area/facility, nor does it represent a source of groundwater recharge. Therefore, the proposed project would not substantially interfere with groundwater supplies or recharge. Impacts to groundwater supplies would be less than significant and no mitigation measures are necessary.

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

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

Less Than Significant Impact. No streams or rivers traverse the project site, which is already developed and largely flat. The nearest water body to the project site is the San Jose Creek Chanel of the San Gabriel River, which passes approximately 500 feet north of the project site. Development under the proposed project would not involve alteration of the channel's course. The project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Although soils in the project site could experience erosion during construction, implementation of the proposed project would not cause substantial soil erosion. A SUSMP specifying BMPs for minimizing pollution of stormwater with soil and sediment during project construction would be prepared and

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implemented. Adherence to the BMPs in the SUSMP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or siltation would be less than significant., and no mitigation measures are necessary.

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

Less Than Significant Impact. Drainage from the project site would flow into the new stormwater infiltration system, catch basin and proposed onsite storm drains and then San Jose Creek via existing storm drains located on East Temple Avenue. As discussed in Section 5.10(a), the site would be developed using LID principles. Pursuant to LID standards, the drainage system would manage runoff in a way that by using storm chambers that would allow stormwater to be stored until it can infiltrate into the ground to minimize changes in post-development stormwater runoff discharge rates, velocities, and duration . Thus, project development would not result in flooding on- or off-site, and impacts would be less than significant.

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

Less Than Significant Impact. The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As disused above, the proposed project would modify drainage patterns onsite, but it will discharge runoff to the existing the public storm drain system. The City's existing stormwater infrastructure is currently adequate to accommodate stormwater runoff from the project site. Therefore, impacts would be less than significant and no mitigation measures are necessary.

iv) Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, The project site is in the Shaded Zone X flood hazard zone as designated by the Federal Emergency Management Agency, indicating that the site is protected from 100-year floods by levees (FEMA 2008). Therefore, no impact to flood flows would occur and no mitigation measures are necessary.

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

No Impact. As noted in Section 3.10.c.iv, above, the project site is not in 100-year flood zone.

A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no adjacent bodies of water that would pose a flood hazard to the site due to a seiche. The project site is not at risk of inundation by seiche.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project is at an elevation of

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approximately 300 feet above sea level and is approximately 24 miles inland from the Pacific Ocean. Therefore, the project site is outside the tsunami hazard zone and would not be affected by a tsunami.

Based on the preceding, the proposed project would not risk release pollutants as the result of floods, tsunami, or seiche. Therefore, no impact would occur and no mitigation measures are necessary

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

No Impact. Water quality in City of Industry is regulated by the Los Angeles Regional Water Quality Control Board and its Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The basin plan contains water quality standards and identifies beneficial uses (wildlife habitat, agricultural supply, fishing, etc.) for receiving waters along with water quality criteria and standards necessary to support these uses consistent with federal and state water quality laws. As substantiated in Section 3.10.a, above, the proposed project would not violate any water quality standards and will therefore not obstruct the implementation of the Water Quality Control Plan (Basin Plan). Therefore, no impact would occur and no mitigation measures are necessary.

Additionally, the project site is in the San Gabriel Groundwater Basin. The basin has a Groundwater Quality Management Plan. As substantiated in Sections 3.10.a and b, above, the proposed project would not violate any water quality standards and will not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, no impact would occur and no mitigation measures are necessary.

3.11 LAND USE AND PLANNING

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

Would the project:

a) Physically divide an established community?

No Impact. As shown in Figure 3, *Aerial Photograph*, the project site is primarily surrounded by industrial uses. The proposed project includes the development of an industrial building on a site currently occupied by industrial uses in a highly industrialized area of the City and is compatible with the surrounding land uses. It would not introduce a new land use that would disrupt existing land use patterns, nor would it introduce a physical barrier that would separate land uses that are not already separated. The proposed project would be developed within the confines of the project site and would not introduce roadways or other infrastructure

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improvements that would bisect or transect the neighborhoods. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. The project site is zoned Industrial, and has a General Plan designation of Employment (Industry 2019; 2014). The proposed industrial warehouse/office is permitted under both the General Plan and zoning designation. The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, no impact would occur and no mitigation measures are necessary.

3.12 MINERAL RESOURCES

Issues	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 a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Would the project:

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

No Impact. The project site is classified by the California Geologic Survey as Mineral Resource Zone 1 (MRZ-1), indicating that significant mineral deposits are absent or unlikely to be present (CGS 1994). Project development would not cause a loss of availability of a known mineral resource. Therefore, no impact would occur and no mitigation measure are necessary.

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

No Impact. No mining sites are designated in the City of Industry General Plan, and the nearest mine to the site mapped on the Mines Online website is over six miles away (OMR 2020). Additionally, no oil or energy extraction and/or generation activities exist on the project site. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no oil or energy wells located onsite (DOGGR 2020). Project development would not cause a loss of availability of a mining site designated in the City of Industry's General Plan. Therefore, no impact would occur and no mitigation measure are necessary.

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3.13 NOISE

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

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.

Noise Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. The City’s General Plan identifies land uses particularly sensitive to noise to include residential, school, and open space recreation areas where quiet environments are necessary for enjoyment, public health, and safety.

Existing Noise Environment And Sensitive Receptors

The project site is currently developed with a 52,182 square-foot industrial building located on the center of the project site, and seven above ground storage tanks and a silo in the rear adjacent the railroad tracks. The site is primarily surrounded by industrial uses. According to the City’s General Plan EIR (Industry 2014), the ambient noise environment for the project site area is at least 70 dBA CNEL.

The nearest noise-sensitive receptors are single-family residential uses, approximately 1,100 feet to the north across Walnut Creek in the City of Baldwin Park, and to the south in the unincorporated community of

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Avocado Heights. Both areas are currently exposed to noise from the surrounding commercial, industrial, and residential uses, and nearby traffic along major arterials.

Regulatory Setting

County of Los Angeles Noise Standards Municipal Code

The City’s Code contains exterior noise standards only as it pertains to entertainment uses (Chapter 17.12). Therefore, for the purposes of this analysis, County of Los Angeles Noise Ordinances were used to assess project impacts. County of Los Angeles Noise Ordinance (Section 12.08) establishes that the impact would be significant if project-related stationary noise exceeded the exterior noise standards included listed in Table 3-7, *County of Los Angeles Exterior Noise Standards*, below:

Table 3-7 County of Los Angeles Exterior Noise Standards

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA) ^{1,2}				
		Standard 1 (L50)	Standard 2 (L25)	Standard 3 (L8)	Standard 4 (L2)	Standard 5 (Lmax)
Noise-Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10 PM to 7 AM	45	50	55	60	65
	7 AM to 10 PM	50	55	60	65	70
Commercial Properties	10 PM to 7 AM	55	60	65	70	75
	7 AM to 10 PM	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles Municipal Code, Section 12.08.390.

Notes:

¹ According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels.

² If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

City of Industry General Plan

The City’s General Plan includes the following goals and policies that relate to noise:

- **Goal S6:** An environment where noise does not adversely affect sensitive land uses.
- **Policy S6-1:** Coordinate with Caltrans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures.
- **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.
- **Policy S6-3:** Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.

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NOISE IMPACT ASSESSMENT

The generation of noise and vibration associated with the proposed project would occur over the short-term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses that correspond to the CEQA Guidelines.

Road Noise

Per the traffic analysis, the project is estimated to generate a maximum of 134 trips during weekday peak hours. In comparison to existing traffic on East Temple Avenue, 13,745 ADT (LA County Public Works 2019), project contribution represents a worst-case increment of less than 1 percent. This small increment in flows translates into less than 0.1 dB of traffic-generated noise, which is completely negligible in comparison to existing traffic flows on nearby streets. As such, the project-generated noise increases on East Temple Avenue would be well below the threshold of audibility and well below the 3 dB threshold of significance. Thus, traffic noise increases in the area surrounding the project site would be less than significant and no mitigation measures are necessary.

Construction Noise

The total duration for project construction is approximately eight months. Construction equipment for the proposed project could include equipment such as grader, tractor, loader, forklift, air compressor, paving machine, and trucks. Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet from the worker and vendor vehicles and haul trucks; however, this would occur along roadways in industrialized areas. Based on the applicant's development plans, the proposed project site would be balanced, and there would be no import or export of soils, reducing the number of construction vehicle trips. Therefore, noise impacts from construction haul trips would be less than significant.

Construction Equipment

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest piece or pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The nearest residential property line is approximately 1,100 feet to the north across Walnut Creek. The I-605 and I-10 freeways are located approximately 0.2 miles to the west and 0.5 miles to the north from the project site. Due to close proximity of the two freeways, construction noise would be overshadowed by traffic noise

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on I-605 and I-10. Additionally, compliance with the Los Angeles County noise regulations would ensure noise levels from construction equipment would be less than significant.

Operational Noise

Stationary Mechanical Equipment

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the warehouse structure would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise; all in accordance with City of Industry/County of Los Angeles noise standards listed above to ensure that such equipment does not exceed allowable noise limits.

The project site is primarily surrounded by industrial uses. Due to distance of at least 1000 feet from the project site to the nearest residential property line, the operation of rooftop HVAC units at the project buildings would generally be overshadowed by traffic flow noise on the nearest freeway. Due to distance, traffic noise, and compliance with pertinent local noise regulations, noise levels from project operation would be less than significant.

Loading Docks

In addition to the stationary mechanical equipment sources, there would be noise sources associated with ongoing operations at the project site; such as truck loading and unloading noise. However, these types of noise sources are the same as sources surrounding the project site. On the northern border of the project site is an industrial warehouse with locking docks. Additionally, there are no sensitive receptors in the immediate vicinity of the project site. Therefore, permanent noise increases due to project-related stationary sources would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. Potential vibration impacts associated with industrial development projects are usually related to the use of heavy construction equipment during (a) demolition and grading phases of construction and/or (b) the operation of heavy equipment or large truck movements over uneven surfaces during project operations.

Construction Activities

Overall, project construction is expected to be eight months. Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors.

The project site is a relatively flat and currently developed with a vacant industrial building, a railroad spur, seven raised tanks and a silo. Demolition activities will require the use of two excavators, one water truck for dust control, two bobcats, and one dozer. Grading activities will require the use of one water truck, two

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excavators, and two scrapers. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated.

Table 3-8, *Typical Vibration Levels Produced by Common Construction Equipment*, shows the typical vibration levels (in terms of peak particle velocities, PPV, and vibration velocity decibels, VdB) of some common construction equipment and haul trucks (loaded trucks). Potential vibration effects that could result in architectural damage are typically evaluated in terms of the peak particle velocity (PPV) metric, while vibration annoyance effects are typically evaluated in terms vibration decibels (VdB).

Table 3-8 Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Average Sound Levels Measured (dBA at 50 feet)
Pile Drivers	101
Rock Drills	98
Jack Hammers	88
Pneumatic Tools	85
Pumps	76
Dozers	80
Front-End Loaders	79
Hydraulic Backhoe	85
Hydraulic Excavators	82
Graders	85
Air Compressors	81
Trucks	91

Source: Bolt, Beranek and Newman, 1971.

Vibration-induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec and the threshold for reinforced steel concrete structures is 0.5 in/sec (FTA 2006). Building damage is not normally a factor unless the project requires blasting and/or pile driving (FTA 2006). No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. In contrast, small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 feet away.

The most vibration-intensive piece of equipment anticipated to be used during project construction is a bulldozer, which generates a vibration level of 0.089 PPV in/sec at a distance of 25 feet. The nearest structure to the project site is the adjacent industrial building, approximately 59.7 feet to the south from the project boundary. Since the nearest structure is more than 25 feet from the project site, Therefore, vibration levels at this structure would be well below the threshold for architectural damage. Impacts would be less than significant and no mitigation measures are necessary.

Vibration Annoyance

Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest

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building (FTA 2006). The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction. Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. As such, vibration annoyance is typically assessed via a spatial-averaging methodology (i.e., as heavy construction equipment moves around the project site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment). This methodology is implemented by using the distance from the center of the construction zone to the nearest sensitive receptors.

Vibration dissipates quickly with distance, and the nearest sensitive receptors are at least 1,000 feet from the construction zone (using this spatial average methodology). Additionally, construction would take place during the least sensitive hours of the day. The industrial uses adjacent to the project site would not be considered to be vibration sensitive receptors. Therefore, vibration annoyance impacts from construction would be less than significant and no mitigation measures are necessary.

Operational Activities

The proposed project would include truck movement activity on the project site. The movement of trucks would not be able to generate notable level of groundborne vibration since (a) there would not be major surface discontinuities in the finished surfaces and (b) such trucks would not be traveling at substantial-enough speeds to create vibrational impulses. Therefore, no significant vibration effects or impacts from operations sources would occur, and no mitigation measures are necessary.

In summary, both operational and construction vibration effects (both in terms of architectural damage and annoyance effects) would be less than significant and would not require mitigation measures.

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

No Impact. The project site is not within an airport land use plan and there are no public airports or private airstrips within two miles of the site. The nearest airport to the project site is the San Gabriel Airport, approximately 2.6 miles to the northwest. Additionally, while there are no private airstrips near the project site, there are private and government operated helipads located within the vicinity of the proposed project site. Development of the industrial warehouse would not result in a change in flight patterns that would increase noise levels in the vicinity of the project site. Therefore, no impact would occur and no mitigation measures are necessary.

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3.14 POPULATION AND HOUSING

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

Would the project:

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

No Impact. No residential development is proposed under the proposed project; therefore, the proposed project would not directly induce population growth in the area. The proposed industrial warehouse would be developed to serve the warehousing and distribution needs of the region and would not indirectly cause population growth. Additionally, as discussed in Section 3.19, *Utilities and Service Systems*, adequate infrastructure and utilities are available to serve the project site and the proposed project would not require new infrastructure or extension of existing infrastructure that may indirectly induce population growth nearby. The new utility lines that would be provided onsite would not extend into undeveloped areas nor result in unplanned growth. The project site is also provided with adequate road access and project development would not require extension of roadways. Therefore, no impact to population and housing would occur and no mitigation measures are necessary.

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

No Impact. No housing exists on the project site, which is developed with a 52,182 square-foot industrial building, seven raised tanks and a silo in the back yard (see Figure 3, *Aerial Photograph*). Therefore, project development would not displace housing or people. No impact would occur and no mitigation measures are necessary.

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3.15 PUBLIC SERVICES

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

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:

a) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services to the City. The nearest fire station to the project site is Station 87 at 140 South 2nd Street in the City of Industry, approximately 0.9 miles to the southeast. Project implementation would result in a slight increase in calls for fire protection and emergency medical service. However, considering the incremental increase in site intensity due to the existing industrial uses on-site, as well as the existing firefighting resources available in and near the City, project impacts on fire protection and emergency services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than Station No. 87 could provide, LACoFD would direct resources to the site from other nearby stations within the City and, if needed, would request assistance from other nearby fire departments.

Furthermore, project development is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and LACoFD, which impose design standards and requirements that seek to minimize and mitigate fire and emergency response risk. Compliance with these codes and standards is ensured through the City's and LACoFD's development review and building permit process.

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Based on the preceding, the proposed project would not adversely affect the LACoFD's ability to provide adequate service and would not require new or expanded fire facilities that could result in adverse environmental impacts. Therefore, impacts would be less than significant and no mitigation measures are necessary.

b) Police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides police protection to the City. The nearest LASD station to the project site is the Industry Station at 150 North Hudson Avenue in the City of Industry, approximately three miles to the southeast. Project implementation would result in a slight increase in calls for police protection service. However, considering the incremental increase in site intensity due to the existing industrial uses on-site, as well as the existing police resources available in and near the City, project impacts on police services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than the LASD could provide, LASD would request assistance from other nearby police departments.

Furthermore, the City involves LASD in the development review process in order to ensure that the necessary police protection features are incorporated into development projects. All site and building improvements proposed under the proposed project would be subject to review and approval by LASD.

Based on the preceding, the proposed project would not adversely affect LASD's ability to provide adequate service and would not require new or expanded police facilities that could result in adverse environmental impacts. Impacts would be less than significant and no mitigation measures are necessary.

c) Schools?

No Impact. The increase in student generation and the need for new or the expansion of existing school facilities is tied to population growth. No residential development is proposed under the proposed project, and project development is not expected to generate an increase in the student population in the area. Therefore, no impacts to schools would occur and no mitigation measures are necessary.

d) Parks?

No Impact. Demand for parks is generated by the population within each park's service area. No residential development is proposed under the proposed project, and project development is not expected to generate a need for new parks. Therefore, no impact to parks would occur and no mitigation measures are necessary.

e) Other public facilities?

No Impact. The need for new or the expansion of existing library services and facilities is tied to population growth. No residential development is proposed under the proposed project, and project development is not expected to generate a need for new or additional library services or facilities. Therefore, no impact to libraries would occur and no mitigation measures are necessary.

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3.16 RECREATION

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

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

No Impact. The increase in the use of existing parks and recreational facilities and the need for new or the construction or expansion of existing recreational facilities is tied to population growth. No residential development is proposed as a part of the project; therefore, no population growth or increase in the use of existing parks or other recreational facilities would occur. Therefore, no impact on parks and recreational facilities would occur and no mitigation measures are necessary.

- 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?**

No Impact. The proposed project does not involve the development of recreational facilities; and project development would not require construction of new or expanded recreational facilities, as noted in Section 3.16.a, above. Therefore, no impact would occur and no mitigation measures are necessary.

3.17 TRANSPORTATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

The analysis in the section is based party on the following technical study, which is included as Appendix D to this Initial Study.

- *Trip Generation Study for a Proposed Project Located at 13055 Temple Avenue, City of Industry, Blodgett Baylosis Environmental Planning, 2020, February 15.*

Would the project:

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

Less Than Significant Impact.

Impacts to Roadway Facilities

Blodgett Baylosis Environmental Planning prepared a traffic memorandum to determine the anticipated traffic generation from the proposed project. The traffic memorandum evaluated the existing traffic trip generation from the previous development and estimated the trip generation potential of the proposed project.

Methodology

It is important to note that the environmental setting normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant (CEQA Guidelines Section 15125(a)). However, pursuant to the *North County Advocates v. City of Carlsbad (2015) 241 Cal.App. 4th 94*, lead agencies have discretion to consider conditions over a range of time periods to account for a temporary lull or spike in operations. As with any warehouse operation, this warehouse experiences periodic transitions in tenants and occupancy. The warehouse was in continuous operations from 1970, and is currently undergoing decommissioning and the ink production machinery is being removed. Therefore, for the purpose of the proposed project, the environmental analysis considers full occupancy associated with historical operations of the warehouse use that was vacated as the baseline for the transportation analysis.

Trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) and the trip generation for warehouse/storage land uses (ITE Land Use Code 150) was used. This ITE land use category was selected since it better characterized both the previous and proposed uses for the project site. For warehouse uses, vehicle trips were also identified in terms of vehicle modal splits, i.e. cars and trucks. Passenger cars typically accounted for approximately 80 percent of the total traffic generated, while multiple axle trucks accounted for the remaining 20 percent.

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Previous Trip Generation

As shown in Table 3-9, *Trip Generation for Previous Use*, the previous uses at the project site generated 90 average daily trips, nine trips during the AM peak hour; and 10 trips during the PM peak hour. 72 daily trips would be from automobiles, and 18 daily trips would be from multi-axle trucks.

Table 3-9 Trip Generation for Previous Use

Trip Generation Rates									
ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1.74	77%	23%	0.17	27%	73%	0.19
Trip Generation for Previous Use									
Category	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Total	52,182	KSF	90	7	2	9	3	7	10
Car (80%)	-	-	72	6	2	8	2	6	8
Multi Axle Trucks (20%)	-	-	18	1	0	1	1	1	2

Source: ITE, 10th Edition

Project Trip Generation

Table 3-10, *Project Trip Generation*, shows the proposed project trip generation based on 76,877 square feet of warehousing (compared to 52,182 square feet of previous uses) for the AM peak hour and PM peak hour. As shown, the proposed project is expected to generate 134 average daily trips, 13 trips during the AM peak hour; and 15 trips during the PM peak hour. 107 daily trips would be from automobiles and 27 daily trips would be from multi-axle trucks. The proposed project would result in an increase of 44 average daily trips, 4 trips during the AM peak hour; and 5 trips during the PM peak hour. Pursuant to the Los Angeles County Traffic Impact Analysis Report Guidelines (January 1, 1997), the minimum criteria for a traffic impact assessment is if the proposed project will add 50 or more trips during either AM or PM weekday peak hour on arterial monitoring intersections, including monitored freeway onramps or off-ramps or 150 or more trips at mainline freeway monitoring location. Since the net increase in peak hour traffic volumes will be less than 50 trips, no further traffic analysis will be required for the proposed project. Therefore, impacts to roadway facilities would be less than significant and no mitigation measures are necessary.

Table 3-10 Project Trip Generation

Category	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Total	76,877	KSF	134	10	3	13	4	11	15
Car (80%)	-	-	107	8	2	10	3	9	12
Multi Axle Trucks (20%)	-	-	27	2	1	3	1	2	3

Source: ITE, 10th Edition

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Impacts to Alternated Modes of Transportation Facilities

As shown in Figure 4, *Proposed Site Plan*, pedestrian access to the project site would be provided via a new internal walkway leading to the main building entrances and connected to the public sidewalk on East Temple Avenue. The proposed project would not alter the existing public sidewalk.

There are no bicycle lanes or facilities adjacent to or within proximity of the project site. However, the proposed project would provide bicycle parking onsite. Two bicycle racks would be provided with six short term spaces at the front entrance of the building, and six long term spaces inside the building near the loading dock.

Los Angeles Metro and Foothill transit provide public transit bus services within the vicinity of the project site. The following is a description of the bus routes passing near the project site:

- **Line 274:** Has approximately 15- to 30-minute frequencies and runs from Whitter to Baldwin Park. Near the site the bus travels along Puente Avenue. The closest stop to the project site is at Puente Avenue and East Temple Avenue.
- **Avocado Heights/ Bassett/ West Valinda Shuttle:** Has approximately 10- to 15-minute frequencies and runs from Avocado Heights Park to Pelisse Village. Near the site the bus travels along Vineland Avenue. The closest stop to the project site is at Vineland Avenue and East Temple Avenue.

During construction, the project may have the potential to cause temporary closure of the sidewalks adjacent the project site, or increase safety hazards, due to construction vehicles entering and exiting the project site (e.g., for delivery of building materials). Signage and/or workers conducting traffic would be present to direct pedestrians.

The proposed project would provide means for alternative transportation and would be accessible by public transportation for employees. As such, the proposed project would not result in a conflict with a program, plan, ordinance, or policy addressing the alternate mode of transportation facilities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. The legislature found that with adoption of Senate Bill 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]). Additionally, AB 1358 (Complete Streets Act) requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). As part of the updated CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section

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21099(b)(1)). On January 20, 2016, OPR released revisions to its proposed CEQA guidelines for the implementation of SB743. Final review and rulemaking for the new guidelines were completed in December 28, 2018 when the California Natural Resource Agency certified and adopted the CEQA Guidelines update package, including guidelines section implementing Senate Bill 743. On June 25, 2020, the City of Industry adopted Resolution CC2020-20 that adopted VMT thresholds for the purpose of analyzing transportation impacts under the California Environmental Quality Act.

VMT is an indicator of the travel levels on the roadway system by motor vehicles. It corresponds to the number of vehicles multiplied by the distance traveled in a given period over a geographical area. In other words, VMT is a function of (1) number of daily trips and (2) the average trip length ($VMT = \text{daily trips} \times \text{average trip length}$). The City utilized guidance provided by both the San Gabriel Valley Council of Governments (SCVOG) and OPR. The City determined that the appropriate baseline VMT for projects. The Baseline VMT is defined as the average VMT for the City of Industry at the time of the Notice of Preparation (or Notice of Intent for Negative and Mitigated Negative Declarations) release. The specific form of the metric depends on the type of project and may be measured by VMT per capita, VMT per employee, or VMT by service population.

OPR provided guidance for projects to be screened out from potential impacts. The City determined, consistent with OPR's guidance, that four categories of projects would qualify to be screened out from further analysis:

- **Project Type Screening** – Retail projects less than 50,000 square feet in floor area and projects generating less than 110 trips daily.
- **Low VMT Screening** – Projects located in low VMT areas. The project must be similar in nature to the type of land use in the proposed area or complement existing land uses such that the project would generate VMT at similar rates to existing land uses. Low VMT is defined as being below the Baseline VMT.
- **Transit Priority Area (TPA) Screening** – Transit Priority Areas are defined as an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon year. A major transit stop is defined as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute hours.
- **Affordable Housing Screening** – Affordable housing development or affordable housing units within mixed-use developments, pursuant to Sections 15183.3 and 15332 of Title 14 of the California Code of Regulations are deemed screened out from further analysis.

Utilizing the SGVOG VMT Evaluation Tool, the proposed project was determined to be screened out from further analysis as the project is located in a Low VMT zone. As such, no further analysis is required and impacts would be less than significant.

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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. As shown in Figure 4, *Proposed Site Plan*, vehicular access for the project site would be provided via two 40-foot wide driveways connection via East Temple Avenue, similar to existing conditions. Design and construction of the proposed access and circulation improvements would be required to adhere to the City's engineering standards, which are imposed on development projects during the City's development plan review process. For example, at intersections and project driveways, a substantially clear line of sight must be maintained between the driver of a vehicle waiting at the crossroad, and the driver of an approaching vehicle. Sight distance is the continuous length of roadway visible to the driver. Based on a review of the proposed site plan (see Figure 4) and Google Earth maps, there are no restrictions blocking views from the driveways on East Temple Avenue and east- and west traffic on these roadways, and sufficient sight distance would be provided. Compliance with the established design standards would ensure that hazards due to design features would not occur and that the placement of the vehicular access and circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site.

Furthermore, the proposed project would provide a network of low-speed internal drive aisles that would be safe and walkable for pedestrians, while maintaining an efficient circulation system for trucks and vehicles. The proposed project would also not include incompatible uses such as farm equipment on area roadways. Therefore, no impact resulting from hazards due to design features or incompatible uses would occur and no mitigation measures are necessary.

d) Result in inadequate emergency access?

Less Than Significant Impact. As outlined above, vehicular access for the project site would be provided via two driveways connection via East Temple Avenue. To address emergency and fire access needs, a 28-foot fire lane would be provided at the project site to meet the minimum width requirements for allowing the passing of emergency vehicles. The proposed project would be to be designed and constructed in accordance with all applicable City's design standards for emergency access (e.g., minimum lane width and turning radius).

Additionally, during the development review and building plan check process, the City would coordinate with LACoFD and LASD to ensure that the necessary fire prevention and emergency response features are incorporated into the project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) are provided within the traffic and circulation components of the proposed project. For example, Knox Boxes (or other approved means of emergency access to the site) would be placed where necessary (i.e., automated rolling security gates) to provide access for emergency personnel. Therefore, the proposed project would not result in inadequate emergency access. Impacts would be less than significant and no mitigation measures are necessary.

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3.18 TRIBAL CULTURAL RESOURCES

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

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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:**

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

No Impact. As shown in Figure 3, *Aerial Photograph*, the project site is currently developed with a vacant industrial building, a railroad spur, seven raised tanks and a silo. The project site was previously used for production, laboratory, storage and office operations for ink manufacturing. Project development would involve demolition of the vacant building and other site improvements. The project site is not identified on any federal or state historic registers or sources, including the National Register of Historic Places and California State Historical Landmarks and Points of Historical Interest (NPS 2020, OHP 2020). Therefore, no impact to historical resources would occur and no mitigation measures are necessary.

ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource**

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

Less Than Significant Impact. 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 Gabrieleno Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseno Indians are on the City’s notification list pursuant to AB 52. In accordance with the provisions of AB 52, the City notified both tribes on April 9, 2020. However, neither the Gabrieleno Band of Mission Indians – Kizh Nation, nor the Soboba Band of Luiseno Indians responded to the Planning Department and no response has been received as of the publication date of this MND. Therefore, the City has complied with its obligation under AB 52 and the consultation process was deemed complete.

The project site is also heavily disturbed from its historical industrial use and therefore has already been subject to similar construction and ground-disturbing activities that would occur under the proposed project. No evidence or readily available records exist to indicate that tribal cultural resources were identified during prior disturbance and development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities.

Based on the foregoing, impacts to tribal cultural resources would be less than significant and no mitigation measures are necessary.

3.19 UTILITIES AND SERVICE SYSTEMS

Issues	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, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Would the project:

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

Less Than Significant Impact.

Water Treatment Facilities

San Gabriel Valley Water Company (SGVWC) would provide potable water to the project site. SGVWC obtains its water supplies from two sources, 31 wells located in the Main San Gabriel Groundwater Basin and from 4 wells located in the Central Groundwater Basin (SGVWD 2020). As shown in Table 3-11, *Proposed Project Water Demands*, projected water demand for the proposed project is expected to be 3,205 gpd. Water will also be used landscaping. SGVWC estimates that it will have sufficient water supplies to meet proposed growth for normal, single-dry, and multiple-dry years (SGVWD 2017). Therefore, project development would not require the construction of new or expanded water treatment facilities. Impacts would be less than significant and no mitigation measures are necessary.

Table 3-11 Proposed Project Water Demands

Land Use	Square Feet	Indoor Generation Rate (gpd/square feet) ¹	Outdoor Water Use (gallons/year) ²	Total (gpd)
Warehousing	67,383	0.0278	—	1,873
Office Use	6,000	0.222	—	1,332
Total	—	—	—	3,205

Source: LACSD 2020; DWR 2017

Notes: gpd = gallons per day

¹ LACSD provides loading rates for wastewater for specific land uses. It is assumed that wastewater generation is 90 percent of indoor water use. The wastewater generation rate for an office building is 200gpd/1,000 square feet. For a warehouse facility, the generation rate is 25 gpd/1,000 square feet.

² Outdoor water use is based on the California Department of Water Resources' Water Budget Workbook for New and Rehabilitated Non-Residential Landscapes. Precipitation for the City of Los Angeles was used.

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Wastewater Treatment Facilities

Wastewater generated by the land uses in the City is treated by the Sanitation Districts of Los Angeles County (LACSD). Wastewater is collected within the City's local sewer collection system. The City's local sewers tie into one of LACSD's regional trunk sewers. Wastewater from the City's service area is collected and 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 has capacity of 100 mgd and average wastewater flows of 48 mgd, for remaining capacity of 52 mgd (LACSD 2019). The amount of wastewater that would be generated by the proposed project is conservatively assumed to be 2,885 gallons per day, which is 90 percent of indoor water use. The amount of wastewater that would be generated is much less than one percent of SJCWRP's total remaining daily treatment capacity. Therefore, project development would not require the construction of new or expanded wastewater treatment facilities. Impacts would be less than significant and no mitigation measures are necessary.

Stormwater Drainage Facilities

See response to Section 3.10.c.iii, above. As substantiated in this section, impacts would be less than significant and no mitigation measures are necessary.

Electricity Facilities

Electrical needs to the project site would be provided by Southern California Edison (SCE) via existing infrastructure in the immediate area of the project site. Electric power uses under the proposed project will include indoor lighting, electric vehicle charging, office appliances, perimeter lighting, and security systems. 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 and no mitigation measures are necessary.

Natural Gas Facilities

Natural gas needs to the project site would be provided by the Southern California Gas Company (SoCalGas) via existing infrastructure in the immediate area of the project site. Natural gas would be used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. Total natural gas supplies available to SoCalGas are forecast to remain constant at 3,775 million cubic feet per day (MMCF/day) from 2020 through 2035. Total natural gas consumption in SoCalGas' service area is forecast to decline slightly from 2,625 MMCF/day in 2018 to 2,313 MMCF/day in 2035 (CGEU 2018).

SoCalGas projects that it will have sufficient supplies to meet the demands in its service area. Therefore, the proposed project's natural gas demand is within SoCalGas' forecast increase and the project would not require SoCalGas to obtain new or expanded natural gas supplies. Impacts would be less than significant and no mitigation measures are necessary.

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Telecommunication Facilities

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. As substantiated above in Section 3.19.a., SGVWC will have adequate water supplies to meet water demands in its service area through 2040 during normal, dry and multiple dry years (SGVWD 2017). Additionally, the proposed project's landscaping would be required to comply with Chapter 13.18 (Water Efficient Landscapes) of the City of Industry Municipal Code, which sets landscape design standards for water conservation. Therefore, impacts on water supplies due to project development would be less than significant and no mitigation measures are necessary.

c) Result in a determination by the waste water 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. As substantiated above in Section 3.19.a, there is existing wastewater treatment capacity in the region for estimated project wastewater generation. Project development would not require construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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. In 2008, 83 percent of solid waste generated in the City are disposed at Sunshine Canyon City/County Landfill, El Sobrante Landfill, and Olinda Alpha Sanitary Landfill (CalRecycle 2020a). Capacity and disposal data for the three landfills are shown in Table 3-12, *Landfill Capacity*. As shown in the table, the landfills have a combined residual capacity of over 10,698 tons per day.

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Table 3-12 Landfill Capacity

Landfill	Current Remaining Capacity (Cubic Yards)	Maximum Permitted Throughput/day (tons)	Average Daily Disposal, 2018 (tons) ¹	Residual Daily Disposal Capacity (tons)	Estimated Close Date
Sunshine Canyon City/County Landfill	77,900,000	12,100	7,036	5,064	2037
El Sobrante Landfill	143,977,170	16,054	11,288	4,766	2051
Olinda Alpha Sanitary Landfill	34,200,000	8,000	7,132	868	2021
Total	256,077,170	36,154	25,456	10,698	N/A

Source: CalRecycle 2020b, 2020c, 2020d, 2020e

¹Average daily disposal is calculated based on 300 operating days per year. Each of the three facilities is open six days per week, Monday through Saturday, except certain holidays.

Project operation is estimated to generate about 993 pounds of solid waste per day, or 0.5 ton per day, as shown below in Table 3-13, *Estimated Project Solid Waste Generation*. Therefore, there is adequate residual landfill capacity in the region for project-generated solid waste, and project development would not require new or expanded landfills. Impacts to solid waste would be less than significant and no mitigation measures are necessary.

Table 3-13 Estimated Project Solid Waste Generation

Land Use	Square Feet	Generation Rate (lb/square feet/day)	Total (ppd)
Warehouse	67,383	0.0142	957
Office	6,000	0.006	36

Source: CalRecycle 2020f.

ppd=pounds per day

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

Less Than Significant Impact. The following federal and state laws and regulations govern solid waste disposal:

- **AB 939 (Chapter 1095, Statutes of 1989)**, the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.
- **AB 32 (Chapter 488, Statutes of 2006)**, the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.
- **AB 341 (Chapter 476, Statutes of 2011)** requires that all “commercial” generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

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Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations govern solid waste disposal. Therefore, impact would be less than significant and no mitigation measures are necessary.

3.20 WILDFIRE

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

Wildland fire protection in California is the responsibility of either the local government, state, or the federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA covers a total of over 31 million acres, to which the California 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 agricultural 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 LRAs. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. LACoFD 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 an SRA, and Very High in an LRA. The proposed project is not located within a state responsibility area or land classified as a very high fire hazard severity zone, as identified in the Los Angeles County Fire Hazard Severity Zone Map (CAL FIRE 2007b).

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

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

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire severity zones. Additionally, the Los Angeles Emergency Operations Plan (EOP) was approved by County Board of Supervisors in 2012. Implementation of the proposed project would not have a significant impact on implementation of the EOP, as substantiated in Section 3.9(f), above. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire severity zones.

Wildfire risk is the damage a fire can do to values at risk in the area—such as people, structures, and natural resources such as habitat or timber—under existing and future conditions (CAL FIRE 2007a). Project development would not add wildland vegetation to the project site. Development would also not change site topography (such as adding large slopes) so as to exacerbate wildfire spread.

Therefore, 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. No impact would occur and no mitigation measures are necessary.

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

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire severity zones. Additionally, project development would not involve installation and maintenance of infrastructure including roads and power lines. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire severity zones. The topography of the project site is relatively flat, and the soils on the proposed project site are not susceptible to landslides. Additionally, implementation of the proposed project would not alter the existing drainage patterns or substantially increase the amount of runoff because stormwater would be conveyed through an existing stormwater drainage system. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. No impact would occur and no mitigation measures are necessary.

3. Environmental Analysis

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As substantiated in Section 3.4, Biological Resources, implementation of the proposed project would not result in the reduction of the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal.

Furthermore, as substantiated in Section 3.5, Cultural Resources, no historic resources were identified onsite and, therefore, the project site does not have the potential to eliminate important examples of California history or prehistory. Additionally, the potential for undiscovered archaeological resources, paleontological resources, or human remains to be encountered during grading activities at the project site is low. However, compliance with mitigation measure CUL-1 would ensure that impacts to archeological resources do not occur.

- 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**

3. Environmental Analysis

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. The issues relevant to project development are confined to the immediate project site and surrounding area. Additionally, the project site is in a highly urbanizing area of the City where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas, and drainage) and services (e.g., solid waste collection) currently exist. Project implementation would not require the construction of new or expansion of existing utility infrastructure and services.

Furthermore, impacts related to other topical areas such as air quality, GHG, hydrology and water quality, and traffic would not be cumulatively considerable with development of the project in conjunction with other cumulative projects.

In consideration of the preceding factors, the project's contribution to cumulative impacts would be rendered less than significant; therefore, project impacts would not be cumulatively considerable.

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

Less Than Significant Impact. As discussed in the respective topical sections of this Initial Study, implementation of the project would not result in significant impacts in the areas of GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, or wildfire, which may cause adverse effects on human beings. Therefore, impacts related to these environmental effects were deemed to be less than significant.

3. Environmental Analysis

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5. List of Preparers

LEAD AGENCY

Dina Lomeli, City of Industry

PLACEWORKS

Julian Capata, Senior Associate

John Vang, Senior Associate

Kristie Nguyen, Project Planner

Tracy Chu, Project Planner

Cary Nakama, Graphic Designer

5. List of Preparers

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Exhibit G

Resolution No. CC 2020-34

[Attached]

RESOLUTION NO. CC 2020-34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 19-13 FOR THE DEMOLITION OF A 52,182 EXISTING INDUSTRIAL BUILDING, AND CONSTRUCTION OF A NEW 76,856 SQUARE FOOT TILT UP INDUSTRIAL WAREHOUSE BUILDING, LOCATED AT 13055 TEMPLE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on February 26, 2020, OC Engineering Company (“Applicant”), filed a complete application requesting the approval of Development Plan (“DP”) No. 19-13 described herein (“Application”); and

WHEREAS, the Application applies to a rectangular shaped lot of approximately 3.5 acres, located on the northwest side of Temple Avenue, with an approximate frontage of 406 feet on Temple Ave. The parcel is identified by the Assessor’s Parcel Number 8564-011-016, and is located at 13055 Temple Avenue, City of Industry, California (“Property”); and

WHEREAS, the Application is for the demolition of a 52,182 square foot existing industrial building, and construction of a new industrial building in the “M” Industrial Zone. The proposed construction consists of a 76,856 square foot tilt up industrial warehouse building (the demolition and construction are referred to collectively herein as the “Project”). In accordance with Section 17.36.020 of the City’s Municipal Code (“Code”), a Development Plan is required for this type of activity; and

WHEREAS the Land Use Element of the General Plan designates the Property as Employment. Pursuant to the provisions of the General Plan, industrial uses are permitted in the Employment land use designation. The Project is consistent with the General Plan as it is an industrial use, and is similar to other industrial and manufacturing uses in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City’s requirements. Based upon the information received and Staff’s review and assessment, it was determined that the Application could have a significant impact on the environment, but with the implementation of mitigation measures, the impacts will be reduced to a level that is less than significant, and an a Initial Study/Mitigated Negative Declaration (“IS/MND”) and Mitigation Monitoring and Reporting Program (“MMRP”) was prepared in accordance with the requirements of 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 of Industry; and

WHEREAS, the IS/MND and MMRP was circulated for public and agency review and comment on August 28, 2020 through and including, September 16, 2020; 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 mitigation measures address Cultural Resources, where the potential impact consist of, If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. Per mitigation measure CUL-1, an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures. The potential impact is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration and MMRP; and

WHEREAS, on September 24, 2020 at a duly noticed public meeting, the City Council adopted Resolution No. CC 2020-33 approving the IS/MND and MMRP; and

WHEREAS, on September 24, 2020, the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

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

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

SECTION 1: The City Council 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 meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3: The Property is suitable for development in accordance with the Development Plan because the Project is in conformance with the City of Industry General Plan, Zoning Code and all applicable development standards outlined within Section 17.36.060 of the City's Code. This includes setbacks, building height, lot coverage, parking and landscaping standards. Furthermore, the Project is within a geographic area that is fully developed and is currently served by all public services and facilities such as sewer, water and gas and is designated as Employment in the General Plan and zoned Industrial, which is consistent with the proposed industrial development; and

B. The total development is arranged to avoid traffic congestion. The Project is expected to generate up to 134 daily trips as noted in the accompanying IS/MND. During the morning peak hours, the project is expected to generate 13 trips and 15 trips during the PM peak hour. The proposed Project would result in an increase of 44 average daily trips, 4 trips during the AM peak hour: and 5 trips during the PM peak hour. Since the net increase in peak hour traffic volumes will be less than 50 trips, no further traffic analysis will be required for the proposed project. Also, the Project was screened out from the newly adopted Vehicles Miles Traveled (VMT) requirement. Therefore, impacts to roadway facilities would be less than significant and no mitigation measures are necessary. Also, the development is arranged to ensure the public

health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying IS/MND, the Project is designed to have two access points 40 feet wide to accommodate trucks and vehicles. The driveways are interconnected and would provide adequate emergency access. In addition, the attached conditions of approval set operational and management standards that ensure the businesses will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

C. The development is in general accord with all elements of the City's Zoning Code because, with the approval of the Development Plan, and conditions of approval, the Project complies with development standards in regards to lot size, lot frontage, drainage, height, parking, access, screening, and design. The Project is also consistent with the General Plan goals and policies; and

D. The development is consistent with the provisions of the City's General Plan or any redevelopment plan because the Property is designated as Employment and pursuant to the General Plan Goal LU2, the City's goal is to create a competitive business climate and blend of businesses that best serve the long-term economic future of the City of Industry. The Project will be bringing a new architecturally pleasing industrial building to an existing lot that will generate new business within the City, which is consistent with the aforementioned General Plan goal. Furthermore, the request for a new a 76,856 square foot tilt up industrial warehouse is consistent with the industrial land use designation of the property. The uses of the surrounding properties may change, but the character will remain industrial in nature and consistent with the general plan and zoning designation of the site.

SECTION 4: Based upon the foregoing findings, the City Council hereby approves DP No. 19-13, subject to the conditions contained in Attachment 1, attached hereto 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 that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on September 24, 2020 by the following vote:

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

Cory C. Moss, Mayor

ATTEST:

Julian Gutierrez-Robles, City Clerk

Attachment 1

Conditions of Approval - Resolution No. CC 2020-34

[Attached]



CITY OF INDUSTRY

Standard Requirements and Conditions of Approval

Application: Development Plan 19-13
Applicant: OC Engineering Company
Location: 13505 Temple Ave (APN 8564-011-016)

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 change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The project site, including the tank farm, shall be decommissioned under the guidance the City of Los Angeles serving as the Certified Unified Program Agency ("CUPA").
2. Above ground storage tanks shall be decommissioned under the guidance of the City of Los Angeles Certified Unified Program Agency (CUPA).
3. The Applicant shall comply with the Land Use Covenant (LUC) prepared by Department of Toxic Substances and Control (DTSC) in order to preserve and protect the environment and human health.
4. The Applicant shall comply with all of the mitigation measures set forth in the MMRP for the Project.
5. The landscape irrigation system shall be designed to accept recycled water from future recycled water lines, which are currently being planned to be located 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.
6. 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 Fire Department and Sheriff Department.
7. 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 City of Industry Planning Department that verifies use of coatings with a VOC content of 90 g/L or less.

8. The Applicant shall comply with all surface drainage and driveway requirements set forth in Chapter 16.10 of the City's Code.
9. Prior to grading permit issuance, the Applicant/contractor shall demonstrate that the project complies with the following:
10. Construction operations shall only occur between 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction will be permitted on Sundays or holidays.
11. Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
12. The Applicant shall utilize construction noise reduction methods to minimize construction noise for sensitive receptors in the project area. These reduction methods include shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and using electric air compressors and similar power tools.
13. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
14. During construction, the Applicant shall cause the contractor to only use interior and exterior paints with a VOC content of 50 grams per liter (g/L) or less for the building structures to reduce VOC emissions. All building and site plans shall note use of paints with a VOC content of 50 g/L or less. Prior to issuance of building permits, the construction contractor shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies use of coatings with a VOC content of 50 g/L or less. Timing Implementation: Prior to Issuance of Building Permit.

Engineering Conditions

1. 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.
2. 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.
3. Depending upon the nature of the proposed used, the Applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer.

4. The Applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications.
5. 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.
6. 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.
7. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will 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.
8. 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).
9. 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.
10. 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.

11. Prior to obtaining a Certificate of Occupancy Applicant shall submit digital copies of as-built plans to the City Engineer.
12. 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.
13. Applicant shall construct streetlights to the satisfaction of the City Engineer.

Code Requirements and Standards

The following is a list of 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 change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.
2. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Department prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.
3. In conformance with Chapter 17.36.060.G: All mechanical equipment, towers, chimneys, roof structures, radio and television masts, and all other mechanical equipment external to the main or accessory structures shall be screened from public view, and such screening shall be of the same color as the main or accessory structure or, if screening is impracticable, as determined by the city engineer, the applicant must paint such roof structures and mechanical equipment so as to be nonreflective and compatible with the main or accessory structures
4. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.
5. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.
6. 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 of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or

buildings, all sewer lines must join together at the connection point.

7. 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.
8. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant 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.
9. The Applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit. Development shall take place in substantial conformance with the approved development plans.
10. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).
11. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find 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).

Interpretation and Enforcement

1. The Planning Department, Engineering Department, and contract agencies (Los Angeles County Fire Department, Los Angeles Department of Building and Safety) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.
2. 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, new information, and/or relevant factors as long as 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.

3. The Applicant and/or successor in interest, shall comply with all applicable federal, state, and local laws, rules, and regulations.

Indemnification and Hold Harmless Condition

1. The Applicant and Property Owner and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant and Property Owner of any claim, action or proceeding and should cooperate fully in the defense thereof.
2. The Applicant and Property Owner shall submit to the City written consent to all the conditions referenced herein within 10 days of approval. The Applicant and Property Owner understand that Resolution No. CC- 2020-33 and Resolution No. CC- 2020-34 will be of no force or effect unless such written consent is submitted to the City.

Exhibit H

PowerPoint Presentation – DP 19-13

[Attached]

The seal of the Board of Industrial Designers of Los Angeles County is a circular emblem. It features a central stylized 'C' shape with the year '1957' inside. The outer ring of the seal contains the text 'BOARD OF INDUSTRIAL DESIGNERS' at the top and 'LOS ANGELES COUNTY' at the bottom, separated by two stars on each side.

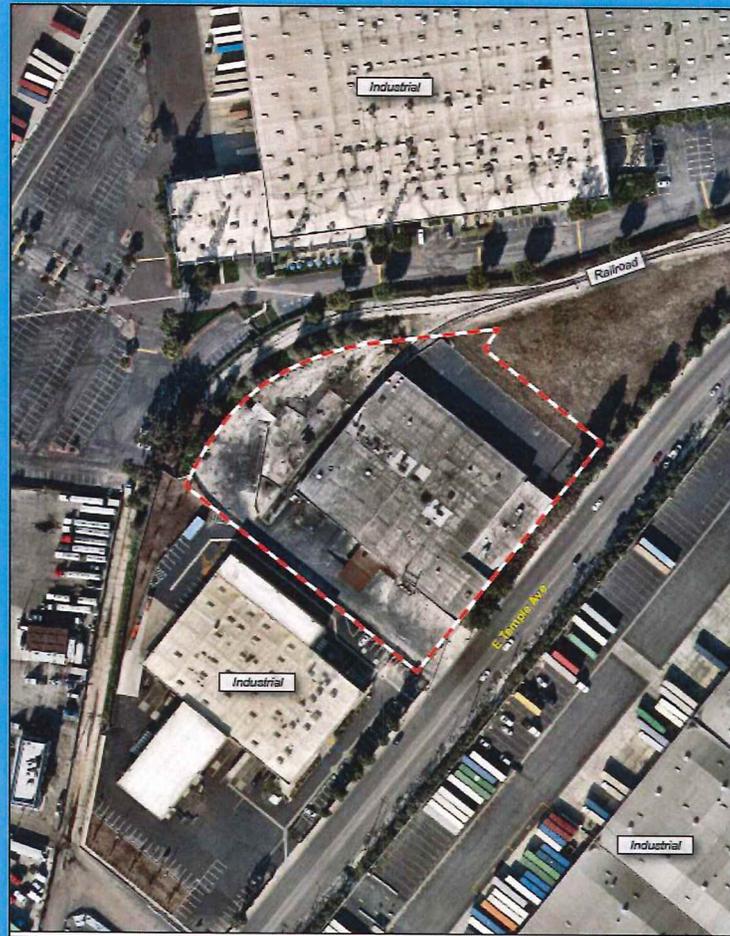
City Council

September 24, 2020

Development Plan 19-13

OC Engineering Company
13055 Temple Avenue

Location Map



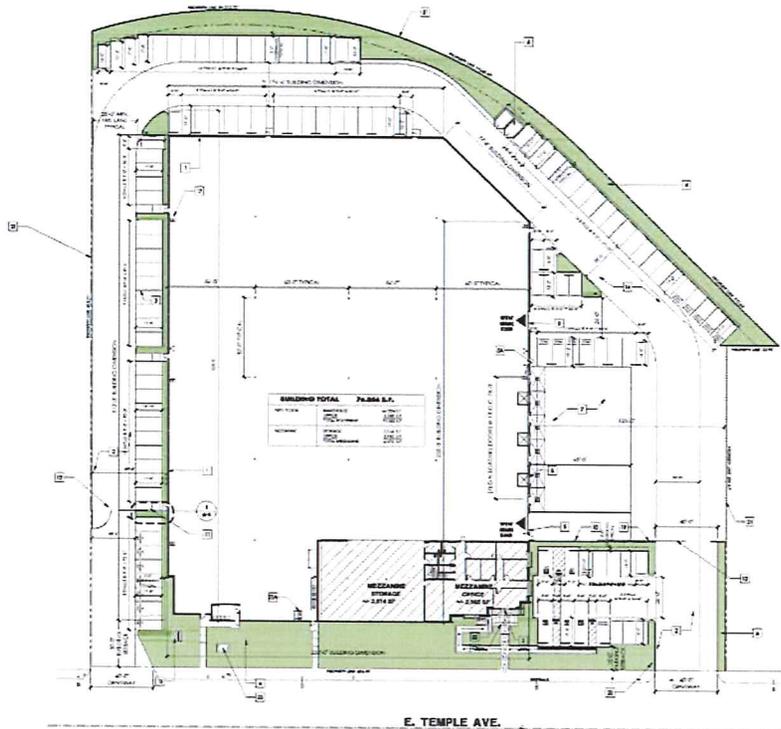
Current Site



Site Plan



TEMPLE INDUSTRIAL WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING



SITE PLAN
SCALE: 1/8" = 1'-0"

PROJECT DATA

PROJECT NO.	19-00000
DATE	07/20/19
PROJECT NAME	19 TEMPLE INDUSTRIAL
CLIENT	CHALMERS EQUITY GROUP
DESIGNER	O.C. DESIGN & ENGINEERING
CONTRACT NO.	19-00000
CONTRACT DATE	07/20/19
CONTRACT VALUE	\$1,000,000
CONTRACT TYPE	GENERAL CONTRACT
CONTRACT STATUS	UNDERWAY
CONTRACT DESCRIPTION	WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING
CONTRACT LOCATION	12000 S. TEMPLE AVENUE, CITY OF INDUSTRY, CA 91708
CONTRACT CONTACT	JOHN CHALMERS, CHALMERS EQUITY GROUP
CONTRACT PHONE	(951) 261-1111
CONTRACT FAX	(951) 261-1111
CONTRACT EMAIL	JOHN@CHALMERSGROUP.COM
CONTRACT WEBSITE	WWW.CHALMERSGROUP.COM
CONTRACT ADDRESS	12000 S. TEMPLE AVENUE, CITY OF INDUSTRY, CA 91708
CONTRACT ZIP	91708
CONTRACT COUNTY	LOS ANGELES
CONTRACT STATE	CA
CONTRACT COUNTRY	USA
CONTRACT PROJECT NO.	19-00000
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CONTRACT PROJECT ZIP	91708
CONTRACT PROJECT COUNTY	LOS ANGELES
CONTRACT PROJECT STATE	CA
CONTRACT PROJECT COUNTRY	USA

KEY NOTES

- 1. CONCRETE TILT UP WALL
- 2. ADJACENT TO PARKING AREA - INTERIOR ADJUSTERS
- 3. FLOORING AND CEILING SYSTEMS
- 4. LANDSCAPING
- 5. EXISTING WALLS TO REMAIN - ALL EXISTING ACCESSIBILITY AND ADA COMPLIANT
- 6. EXISTING WALLS TO REMAIN - ALL EXISTING ACCESSIBILITY AND ADA COMPLIANT
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DESIGN
O.C. DESIGN & ENGINEERING
12000 S. TEMPLE AVENUE, CITY OF INDUSTRY, CA 91708
TEL: (951) 261-1111

OWNER:
CHALMERS EQUITY GROUP
12000 S. TEMPLE AVENUE, CITY OF INDUSTRY, CA 91708
TEL: (951) 261-1111

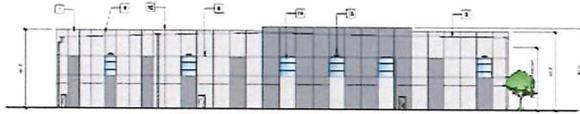
ADDRESS:
12000 S. TEMPLE AVENUE
CITY OF INDUSTRY, CA 91708
PROJECT NO.: 19-00000

SITE PLAN
A-1

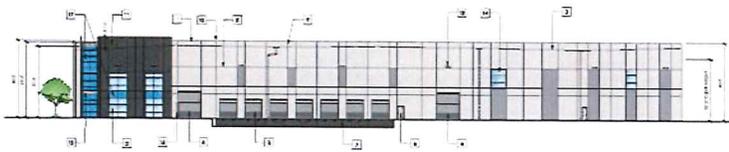
Elevation



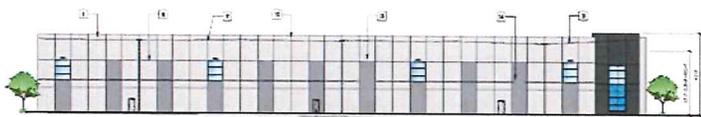
TEMPLE INDUSTRIAL WAREHOUSE / MORTICE CONCRETE TILT UP BUILDING



NORTH ELEVATION @ ARROW ROUTE



EAST ELEVATION @ HICKORY ST.



WEST ELEVATION

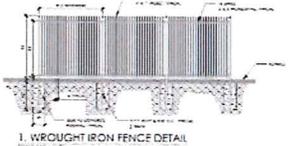
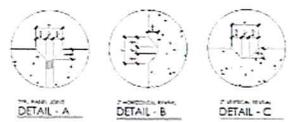


SOUTH ELEVATION

- KEY NOTES:**
- 1. CONCRETE TILT UP PANEL
 - 2. BRICKWORK MASONRY
 - 3. 2" POLYURETHANE INSULATION
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 - 100. 1/2" POLYURETHANE INSULATION

COLOR SCHEDULE (EXTERIOR COLORS):

RED FLOOR	BRICKWORK MASONRY	[Color swatch]
ACCORD FLOOR	BRICKWORK MASONRY	[Color swatch]
ACCORD FLOOR	BRICKWORK MASONRY	[Color swatch]
GLASS	BRICKWORK MASONRY	[Color swatch]
SPRINKLER	BRICKWORK MASONRY	[Color swatch]



GENERAL CONTRACTOR:
C.E.G. CONSTRUCTION
 13256 E. TEMPLE AVENUE, SUITE 100
 TEMPLE, CALIFORNIA 91788
 TEL: (951) 261-1111

ARCHITECT:
O.C. DESIGN & ENGINEERING
 13256 E. TEMPLE AVENUE, SUITE 100
 TEMPLE, CALIFORNIA 91788
 TEL: (951) 261-1111

OWNER/DEVELOPER:
CHALMERS EQUITY GROUP
 13256 E. TEMPLE AVENUE, SUITE 100
 TEMPLE, CALIFORNIA 91788
 TEL: (951) 261-1111

ADDRESS:
 13256 E. TEMPLE AVENUE
 CITY OF INDUSTRY, CA
 PROJECT NO.: IA-19-008

ELEVATIONS A-3

Final Staff Analysis:

Because the Development Plan proposes a project that complies with the development standards of the Municipal Code, does not pose a significant impact on the environment, and satisfies the above-mentioned findings, Staff recommends that the City Council:

- 1) Adopt Resolution No. CC 2020-33 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
- 2) Adopt Resolution No. CC 2020-34 approving Development Plan No. 19-13 with the Standard Requirements and Conditions of Approval contained in the Resolution

CITY COUNCIL

ITEM NO. 6.3



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Councilmembers

FROM: Troy Helling, City Manager *TH*

STAFF: Dina Lomeli, Consultant Associate Planner *D.L.*
Nathalie Vazquez, Consultant Assistant Planner II *N.V.*

DATE: September 24, 2020

SUBJECT: Development Plan 20-03, 111 Hudson Avenue, Puente Valley Operable Unit
Shallow Zone-South Interim Remediation System

Proposal:

James L'Esperance representing Northrop Grumman Systems Corporation ("Northrop"), is requesting approval of Development Plan 20-03, to allow for the construction of a Shallow Zone-South Interim Remediation System groundwater treatment plant for the hydraulic containment of the Puente creek. The proposed facility will consist of two large above-ground storage tanks, and mechanical equipment in an approximate area of 6,376 square feet. This proposal is an addition to the previously approved groundwater treatment plant that is currently under construction. Northrop's request complies with the City's development guidelines set forth in the City's Municipal Code ("Code").

History:

Northrop was among several entities identified by the U.S. Environmental Protection Agency as "potentially responsible parties" that contaminated the groundwater in the area known as the La Puente Valley Operational Unit. Northrop has since developed plans to remediate that groundwater through a system of groundwater extraction wells, collection pipelines and a ground water treatment facility. The City Council approved the Puente Valley Operable Unit Water Treatment Plant under Development Plan 17-12, on November 8, 2018. The facility consists of three large, above ground storage tanks, 16 medium sized above-ground tanks, two small office buildings, and electrical equipment.

Location and Surroundings:

As shown on the location map (Exhibit A), the project site is located within a rectangular shape lot on the southwest corner of Stafford Street and Hudson Avenue, on a 1.75 acre lot, with an approximate frontage of 269.67 feet on Stafford Street and an approximate frontage of 242.72 feet on Hudson Avenue, and is identified by the address of 111 Hudson Avenue (APN 8208-024-071) ("Property"). The Property is surrounded by industrial uses to the north and west. The property to the south is the Union Pacific Railroad and to the east there is a helicopter landing pad that belongs to the Sherriff's Department.

Staff Analysis:

Staff has determined that the proposed development project is consistent with the Zoning ("M" – Industrial Zone) and General Plan (Employment) designations of the Property and complies with

the development and design standards found in Chapter 17.36, Design Review, of the City's Code. Specifically, the project is in compliance with all applicable development standards including: parking, landscaping, building height, lot coverage and setbacks.

Property

The proposed project sits on a rectangular shaped parcel that is 1.75 acres (78,900 square-feet) in size and is currently under construction. As shown on the attached site plan (Exhibit B) the proposed Shallow Zone-South Interim Remediation System groundwater treatment plant will consist of two large above-ground storage tanks, and mechanical equipment in an approximate area of 6,376 square feet. This proposal will be an addition to the previously approved Water Treatment Plant that is currently under construction.

Access

The Property is served by multiple streets adequate in width and improved as necessary to carry the kind and quantity of traffic such use would generate. The Property is a rectangular shaped lot that is currently served by a 40-foot driveway entrance from Stafford Street, and a 30-foot driveway entrance located on Hudson Avenue. The proposed drive aisle exceeds the City's minimum drive aisle width of 26 feet.

Compatibility

The proposed groundwater treatment plant is compatible with the surrounding properties and land uses. The project is located in an urbanized area and is surrounded by various industrial uses to the north and west. To the east and south there are institutional uses such as a LA County Sheriff office, helipad, and the Union Pacific Railroad. The development of this Property as a water treatment plant is an ideal location because it is not on a major arterial road that is a gateway to the City, or adjacent to any residential homes, and will bring a development to a vacant lot that will benefit the community's water supply.

As shown in the elevations (Exhibit C) the project will have two large above ground tanks and mechanical equipment within an area of approximately 6,376 square feet. Even though the tanks will be visible from the street, this use will benefit the businesses and the surrounding community because it will treat the contaminated underground water and will return the water to the potable water table.

Landscaping

Section 17.36.060.Q. of the City's Code requires that a minimum of 12 percent of the site be devoted to landscaping. The project meets this requirement because the site has existing 9,841 (12%) square feet of landscaping and the project will add an additional 1,200 square feet of landscaping (14%), exceeding the minimum requirement. The proposed project will have lush landscaping with trees along Stafford Street and Hudson Avenue.

Parking

Per Section 17.36.060.K.1. of the Code, this use will not require parking. The Code states the one space per 500 sf of floor area for a building is required. Since, the project is not proposing a building and consists of an unmanned addition to the water treatment facility, therefore it will not require additional parking. The site will provide five parking spaces from the previously approved Development Plan 17-12.

Other Agency Review and Approvals:

Groundwater in the San Gabriel Basin ("Basin") has been the subject of environmental investigation since 1979, when groundwater contaminated with volatile organic compounds (VOCs) was first detected. In May 1984, the Basin was placed on United States Environmental Protection Agency's ("USEPA's") National Priorities List (Superfund). USEPA subsequently

divided the Basin into eight different operable units, one of which is the Puente Valley Operable Unit ("PVOU"). The PVOU is located within the southeastern portion of the San Gabriel Valley, about 25 miles from the Pacific Ocean, in eastern Los Angeles County. On May 26, 2011, a building permit was issued by Los Angeles County Building Department for the demolition of the existing building and the lot has remained vacant for the past seven years. On October 2014, the La Puente Valley County Water District ("LPVCWD"), the Puente Basin Water Agency, and Northrop entered into an agreement for the construction and operation of a groundwater treatment plant. For the purposes of this project, under CEQA, the Lead Agency is the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. At its meeting of February 24, 2020, the LPVCWD, acting as the Lead Agency, adopted a Mitigated Negative Declaration ("MND") and accompanying Mitigation Monitoring and Reporting Program for the project (see Exhibit F). For purposes of this project, under CEQA, the City is a responsible agency. A responsible agency approves a project, for which the lead agency has already prepared the MND. Because the City is only a "responsible agency", and a CEQA determination has already been made by LPVCWD, the City does not need to make a further CEQA determination.

Environmental Analysis:

Pursuant to Section 15050(b) of the CEQA Guidelines, the City, as a responsible agency for the proposed project, hereby certifies that it has reviewed and considered the information contained in the Mitigated Negative Declaration adopted on February 24, 2020 by the lead agency, La Puente Valley County Water District.

Fiscal Impact:

The project will have a positive fiscal impact to the City by increasing property values.

Recommendation:

The proposed use complies with the use standards of the City's Code and satisfies the findings noted in the Resolution, Staff recommends that the City Council adopt Resolution No. CC 2020-35 (Exhibit H) approving Development Plan 20-03 with the findings for approval and Standard Requirements and Conditions of Approval contained in the Resolution.

Exhibits:

- A. Location Map - DP 20-03
- B. Site Plan – DP 20-03
- C. Elevations- DP 20-03
- D. LPVCWD Resolution – DP 20-03
- E. LPVCWD IS/MND and Mitigation Monitoring Program – DP 20-03
- F. Notice of Determination - DP 20-03
- G. Resolution No. CC 2020-35 recommending City Council approval of Development Plan No. 20-03 with findings of approval, Standard Requirements and Conditions of Approval.
- H. PowerPoint Presentation-DP 20-03

EXHIBIT A

Location Map – Development Plan 20-03

[Attached]

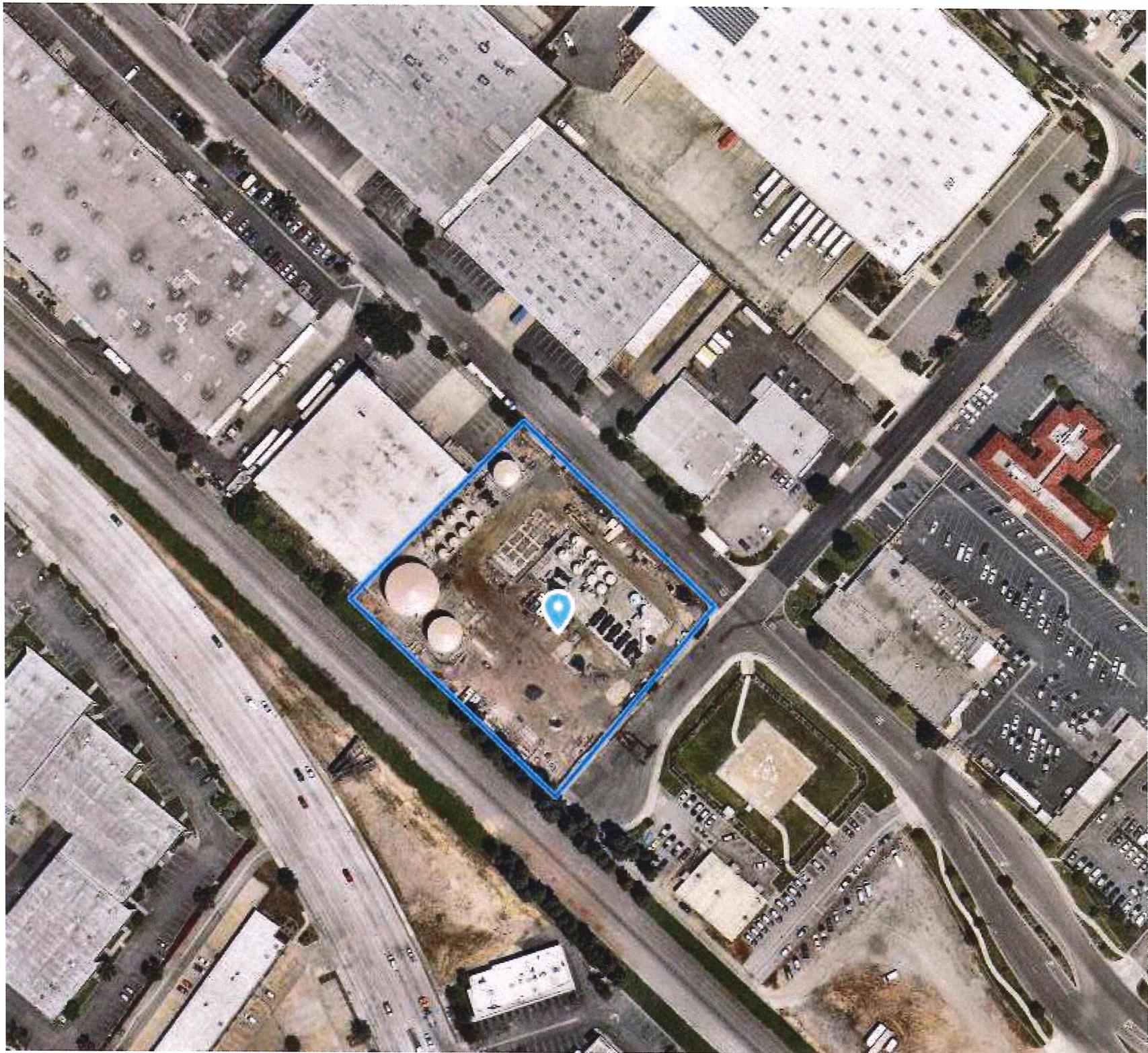


EXHIBIT B

Site Plan – Development Plan 20-03

[Attached]

View from South/Southwest



EXHIBIT C

Elevations – Development Plan 20-03

[Attached

View from Hudson Ave. cul-de-sac



Exhibit D

LPVCWD Resolution - Development Plan 20-03

[Attached]



RESOLUTION NO. 263

**RESOLUTION OF THE BOARD OF DIRECTORS OF
LA PUENTE VALLEY COUNTY WATER DISTRICT
ADOPTING A MITIGATED NEGATIVE DECLARATION
FOR THE PUENTE VALLEY OPERABLE UNIT SHALLOW ZONE SOUTH REMEDY PROJECT**

WHEREAS, Northrop Grumman Systems Corporation (“Northrop”) has been identified by the United States Environmental Protection Agency (“EPA”) as a “potentially responsible party” in the Puente Valley Operable Unit Shallow Zone South (“PVOU SZS”) in the Main San Gabriel Groundwater Basin (“Basin”), and consequently plans to construct a groundwater extraction and treatment facility and appurtenant improvements to fulfill its remedial obligations under a Consent Decree with EPA;

WHEREAS, the Basin serves as a water source for the La Puente Valley County Water District (the “District”);

WHEREAS, the District has experience and expertise in the extraction and treatment of groundwater for potable use and has agreed to manage and operate said groundwater treatment facility for Northrop pursuant to written agreement;

WHEREAS, the District’s partnership with Northrop in the PVOU SZS will enhance groundwater cleanup of the Basin and generate revenue that will provide funding for capital improvement projects to offset the cost of water service to the District’s customers;

WHEREAS, the aforementioned groundwater extraction and treatment facility and appurtenant improvements consists specifically of the utilization of groundwater extraction wells, a proposed treatment plant, conveyance infrastructure, and groundwater monitoring wells (hereinafter collectively referred to as the “Project”);

WHEREAS, the Project is located in various portions of the Cities of Industry and La Puente, with the water treatment plant to be constructed at 111 Hudson Avenue in the City of Industry, California 91744;

WHEREAS, the Project constitutes a “project” as defined by the California Environmental Quality Act (“CEQA”), and the District is the appropriate lead agency for making determinations under CEQA;

WHEREAS, Stantec Consulting Services Inc. was engaged to assist the District with the preparation of the necessary environmental documentation to support the Project;

WHEREAS, an initial study was prepared for the Project and concluded that the Project as proposed could have a significant impact on the environment, but the District revised the Project so the environmental impacts would be reduced to an insignificant level through the mitigation measures incorporated into the Project;

WHEREAS, the District therefore authorized the preparation and circulation of a Mitigated Negative Declaration for the Project in accordance with the requirements of CEQA;

WHEREAS, the District, as lead agency for the Project, gave Notice of Intent to Adopt a Mitigated Negative Declaration in accordance with Section 15072 of the CEQA Guidelines and provided a public review period of not less than thirty (30) days beginning November 21, 2019, in accordance with Section 15073 of the CEQA Guidelines;

WHEREAS, the Project was assigned State Clearinghouse No. 2019119080;

WHEREAS, comments were received on the Project from the California Department of Fish and Wildlife, to which the District has responded;

WHEREAS, the Mitigated Negative Declaration and related materials which constitute the record of proceedings upon which this Resolution is based are located at the District's office, the custodian of those documents being the General Manager of the District;

WHEREAS, at a duly noticed public hearing on February 24, 2020, the District's Board of Directors considered the proposed Final Mitigated Negative Declaration together with any and all comments received during the public review process.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of La Puente Valley County Water District has reviewed the Final Mitigated Negative Declaration and the record before it and finds:

- (i) That the Mitigated Negative Declaration is adequate and complete in that it addresses all potential environmental effects of the Project;
- (ii) That there is no substantial evidence in the record that the Project will have a significant effect on the environment as proposed with the incorporation of the subject mitigation measures in that all potential significant environmental effects will be reduced to an acceptable level or that such effects have been eliminated or reduced to a level of insignificance by the mitigation measures identified in the Mitigation Monitoring Program of the Mitigated Negative Declaration;
- (iii) That the Mitigated Negative Declaration complies with CEQA; and
- (iv) That these findings reflect the independent judgment and analysis of the Board of Directors of La Puente Valley County Water District.

BE IT FURTHER RESOLVED, that the Board of Directors of La Puente Valley County Water District hereby adopts the Mitigation Monitoring Program for the Project attached hereto as Exhibit "A."

BE IT FURTHER RESOLVED, that the General Manager and District staff are hereby directed to file a Notice of Determination with the State Office of Planning and Research and the Los Angeles County Clerk-Recorder pursuant to the provisions of Section 15075 of the CEQA Guidelines.

BE IT FURTHER RESOLVED, that the General Manager and District staff are hereby further authorized to take such other steps and actions as may be necessary to implement and carry out the purpose and intent of this Resolution.

ADOPTED this 24th day of February 24, 2020.

Henry P. Hernandez, Board President

ATTEST:

Greg B. Galindo, Board Secretary

Exhibit E

LPVCWD IS/MND and Mitigation Monitoring Program - Development Plan 20-03

[Attached]

NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW
ZONE – SOUTH INTERIM REMEDY PROJECT



**NORTHROP GRUMMAN SYSTEMS
CORPORATION PUENTE VALLEY
OPERABLE UNIT, SHALLOW ZONE –
SOUTH INTERIM REMEDY PROJECT**

FINAL INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION

February 20, 2020

Lead Agency:

La Puente Valley County Water District
112 North 1st Street
La Puente, California 91744

Proponent:

Northrop Grumman Systems
Corporation
980 Fairview Park Drive
Falls Church, Virginia 22042

Consultant:

Stantec Consulting Services Inc.
290 Conejo Ridge Avenue
Thousand Oaks, California 91361

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NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

DOCUMENT ERRATA

The following minor revisions or errata have been made to correct typing errors and additions within the Final IS/MND. Additions and corrections are in Red text and deletions can be found as strikethrough black text (i.e. ~~text~~).

Section	Page	Errata
Acronym	iv	Update proper name
2.3.5	2.4	Clarification
3.4	3.16 – 3.18	Update of Impact Analysis



Abbreviations

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 32	Global Warming Solutions Act of 2006
AQMP	Air Quality Management Plan
ARARs	Applicable or Relevant and Appropriate Requirements
Basin	San Gabriel Basin
Basin Plan	LARWQCB Water Quality Control Plan
C/GMP	Compliance/General Monitoring Plan
CAAQS	California Ambient Air Quality Standards
CAGN	Coastal California Gnatcatcher
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	State Endangered Species Act
CFCs	Chlorofluorocarbons
CFR	Code of Federal Regulations
CGS	Conservation Geological Survey
CH ₄	Methane
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO _{2e}	Carbon Dioxide Equivalent
COCs	Chemicals of Concern
COPCs	Chemicals of Potential Concern
CUPA	Certified Unified Program Agency
CWA	Federal Clean Water Act
dB	Decibel
dBA	A-Weighted Decibel
DEHP	1,4-dioxane, bis(2-Ethylhexyl)phthalate



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

DWR	California Department of Water Resources
DZ	Deep Zone
EIR	Environmental Impact Report
EPCRA	Emergency Planning and Community Right-to-Know Act
ESD	Explanation of Significant Differences
EW-C	EW-Cadbrook
EW-N	EW-Nelson
FAA	Federal Aviation Administration
Farmland	Farmland of Statewide Importance
FESA	Federal Endangered Species Act
GHGs	Greenhouse Gases
GPM	Gallons per Minute
H ₂ S	hydrogen sulfide
HCP	Habitat Conservation Plan
HDPE	High-Density Polyethylene
HFCs	Hydrofluorocarbons
IROD	Interim Record of Decision
IS/MND	Initial Study/Mitigated Negative Declaration
IZ	Intermediate Zone
Judgement	Los Angeles Superior Court Case 924128
LACDPH	Los Angeles County Department of Public Health
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation District
LGAC	Liquid-Phase Granular Activated Carbon
LGAC	Local Government Advisory Committee
LOS	Level of Service
LPVCWD	La Puente Valley County Water District
LRA	Local Responsibility Area
LSI	Langelier Saturation Index
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metro	Metropolitan Transportation Authority
mg/m ³	milligrams per cubic meter
MOV	Mouth of the Valley
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
O&M	Operations and Maintenance
O ₃	Ozone
OSHA	Occupation Safety and Health Administration
Pb	Lead
PFCs	Perfluorocarbons
PFDR	Pre-Final Design Report
PHG	Public Health Goals
PM ₁₀	Particulate Matter with Diameter of Less than 10 Microns
PM _{2.5}	Particulate Matter with Diameter of Less than 2.5 Microns
PRC	Public Resources Code
Project	Shallow Zone-South Interim Remedy Project
PVOU	Puente Valley Operable Unit
PVSC	Puente Valley Steering Committee
RA	Remedial Action
RAOs	Remedial Action Objectives
RCC	Reinforced Cement Concrete
RCRA	Resource Conservation and Recovery Act
RDI	Remedial Design Investigation
RO	Reverse Osmosis
RPS	Renewables Portfolio Standard
RPW	Relatively Permanent Waters
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
San Gabriel VWC	San Gabriel Valley Water Company
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SF ₆	Sulfur Hexafluoride
SO ₂	Sulfur Dioxide
SR	California State Route
Superfund	National Priorities List
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SZ	Shallow Zone
SZ1	Shallow Zone 1
SZ2	Shallow Zone 2
SZ-South	Puente Creek
TDS	Total Dissolved Solids



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW
ZONE – SOUTH INTERIM REMEDY PROJECT

TMDL	Total Maximum Daily Load
TNW	Traditional Navigable Waters
TPH	Total Petroleum Hydrocarbons
TSCA	Toxic Substances Control Act
UAO	Unilateral Administrative Order
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGVMWD	Upper San Gabriel Valley Municipal Water District
UV/Ox	Ultraviolet Light and Hydrogen Peroxide
VFD	Variable Frequency Drive
VHFHSZ	Very High Fire Hazard Severity Zone
VOCs	Volatile Organic Compounds
WARM	Warm Freshwater Habitat
WATCH Manual	Work Area Traffic Control Handbook
Watermaster	Main San Gabriel Basin Watermaster
WILD	Wildlife Habitat
WPA	Water Production Agreement
WQA	San Gabriel Basin Water Quality Authority
µg/L	micrograms per Liter



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

1.0 PROJECT SUMMARY

The purpose of the proposed Project is the hydraulic containment of the shallow zone south of Puente Creek (SZ-South) via groundwater extraction, treatment of extracted groundwater, and planned end-use as surface water discharge to San Jose Creek. The Project consists of two existing groundwater extraction wells (EW-Cadbrook (EW-C) and EW-Nelson (EW-N)), a proposed treatment plant, numerous existing compliance monitoring wells and piezometers, and proposed conveyance piping.

Groundwater in the San Gabriel Basin (Basin) has been the subject of environmental investigation since 1979, when groundwater contamination with volatile organic compounds (VOCs) was first detected. In May 1984, the Basin was placed on the United States Environmental Protection Agency's (USEPA's) National Priorities List (Superfund). USEPA subsequently divided the Basin into eight different operable units, one of which is the Puente Valley Operable Unit (PVOU), which is the location of the proposed Project. The PVOU is located within the southeastern portion of the San Gabriel Valley, about 25 miles from the Pacific Ocean, in eastern Los Angeles County.

Between 1993 and 2001, the Puente Valley Steering Committee (PVSC), which represented the parties responding to a U.S. Environmental Protection Act (USEPA) request for assessment, was actively engaged in evaluating the nature and extent of groundwater contamination in the PVOU. In September 1998, USEPA issued an interim record of decision (IROD) setting forth the means by which groundwater contamination in the PVOU would be addressed. The IROD selected "Alternative 3" from the Interim Remedial Investigation/Feasibility Study, which included migration control in the shallow and intermediate groundwater zones at the mouth of the valley (MOV), as the most appropriate remedy for the overall protection of human health and the environment.

The PVOU encompasses the Puente Basin and a portion of the Main San Gabriel Basin where Puente Valley opens into the Main San Gabriel Basin. The transition area is referred to as the MOV area. The Puente and Main San Gabriel Basins collect infiltration on the valley floors and runoff from the surrounding highlands, recharging the groundwater aquifer. Groundwater generally flows towards the Whittier Narrows, the Main San Gabriel Basin's only outlet, which hydraulically connects the Main San Gabriel Basin to the Central Basin to the south. This flow system is influenced by water supply production well fields, spreading basins, and other recharge operations.

The hydrostratigraphy in the PVOU area is divided into three principal aquifer units: Shallow Zone (SZ), Intermediate Zone (IZ), and Deep Zone (DZ). The SZ is further divided into two sub-units, Shallow Zone 1 (SZ1) and Shallow Zone 2 (SZ2), which are separated by the low permeability 70s Silt-Clay marker bed (SZ1-SZ2 aquitard). The SZ1 extends from the ground surface to the top of the SZ1-SZ2 aquitard and includes saturated sediments in the groundwater-bearing zone, as well as sediments in the overlying vadose zone. The SZ2 extends from the bottom of the SZ1-SZ2 aquitard to the top of the Galaxy Silt-Clay marker bed, which marks the division between the SZ and IZ.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

The IROD defined chemicals of potential concern (COPCs) for the PVOU, most of which were VOCs. The IROD selected containment of groundwater with COPCs in the SZ and IZ at the MOV as the most appropriate remedy (USEPA, 1998).

1.1 LOCATION

The SZ-South Interim Remedy is located in the City of Industry and City of La Puente. Contaminated groundwater from the SZ aquifer will be extracted by extraction wells and conveyed via piping system from the wells to a water treatment plant located at 111 Hudson Avenue in the City of Industry, California. Figure 1 shows the regional location of the Project site. Figure 2 shows the location of the existing extraction wells, proposed conveyance pipes, and proposed water treatment site.

1.2 GENERAL ENVIRONMENTAL SETTING

The PVOU encompasses the Puente Basin and a portion of the Main San Gabriel Basin where the Puente Valley opens into the Main San Gabriel Basin. The transition area where the Puente Valley opens into the Main San Gabriel Basin is referred to as the MOV area. The Puente and Main San Gabriel Basins are natural groundwater reservoirs filled with unconsolidated and semi-consolidated alluvial deposits that overlie relatively impermeable rock. The water-bearing deposits range widely in thickness from less than 25 feet in the extreme eastern portion and Puente Valley perimeter to approximately 1,300 feet in the MOV area.

In the PVOU, the groundwater flow occurs along a relatively narrow and shallow section parallel to the valley axis in the vicinity of San Jose Creek, then flows out of the valley toward the Main San Gabriel Basin. Groundwater in the eastern portion of the basin generally flows to the west and southwest toward the Whittier Narrows. In the western portion of the basin, west of the Rio Hondo, groundwater flow is toward the major production wells in Alhambra and Monterey Park. Outflow from the basin occurs at Whittier Narrows, which hydraulically connects the Main San Gabriel Basin to the downstream Central Basin.

The water levels in the Main San Gabriel Basin are known to vary significantly. In the PVOU area, water level fluctuations up to 30 feet have been observed at monitoring wells screened in the SZ. These fluctuating water levels have impacts on the yield and capture zones of extraction wells screened in the SZ.

Within the MOV area of the PVOU the following seven water supply production wells are actively pumped, have been recently operated, or recently installed but not yet operated:

- San Gabriel Valley Water Company (San Gabriel VWC) wells B11B, B9B, B24A, B24B, and B24C are active production wells;
- San Gabriel VWC well B7E is infrequently used for standby production; and
- San Gabriel VWC well B11A has been out of service since at least 2005.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

None of the water supply wells listed above are screened in the SZ. There is only one active or recently active water production well (B11B) that has screens within the IZ in the MOV area. The other active or recently active water production wells are screened in the DZ.

1.3 HISTORICAL PERSPECTIVE

USEPA issued an IROD for the PVOU in September 1998, that specified performance criteria for the PVOU remedy (USEPA, 1998). Specifically, the performance criteria dictated that the SZ Interim Remedy prevents VOCs at concentrations above ten times the Applicable or Relevant and Appropriate Requirements (ARARs) from migrating beyond the plume's lateral and vertical extent at the time the interim remedy is operational and functional.

The anticipated remedy in the IROD included:

- Groundwater extraction from four wells in the SZ at a combined flow of 700 gallons per minute (gpm);
- Extracted groundwater treatment for VOCs at a single, 1,700-gpm treatment plant centrally located near the extraction system;
- Discharge of treated groundwater to surface waters or to a water supply line for potable use; and
- Installation of a groundwater monitoring system to provide compliance with the Remedial Action Objectives (RAOs) and performance criteria, as well as an early warning system for the groundwater treatment plant.

Due to the presence of 1,4-dioxane and perchlorate in groundwater in the PVOU, USEPA modified the IROD by issuing an Explanation of Significant Differences (ESD) in March 2005 (USEPA, 2005). The ESD revised the performance criteria in the IROD and added requirements to treat perchlorate and to contain and treat 1,4-dioxane, as required.

1.4 PROJECT OBJECTIVES

The Project objectives are to meet the Performance Criteria of the remedy for the SZ-South Interim Remedy as specified in the IROD and ESD. These Performance Criteria are to prevent groundwater in the SZ at the MOV with chemicals of concern (COCs) greater than or equal to ten times the Containment Levels from:

- Migrating beyond the plume's lateral extent of impacts as measured at the time the SZ Remedial Action (RA) containment systems are operational and functional; and
- Migrating vertically into the IZ.

The COCs requiring hydraulic containment were identified by comparing historical SZ-South monitoring well groundwater sampling results to the Containment Levels for the COCs listed in the ESD (including 1,4-dioxane and VOCs). A chemical was included as a COC requiring hydraulic containment if at least two samples exceeded ten times the Containment Level.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

To meet the Performance Criteria, two groundwater extraction wells (EW-C and EW-N)) screened across both SZ1 and SZ2 were installed in August 2018, so the well system would be capable of extracting water and providing hydraulic containment for both SZ1 and SZ2.

The IZ Interim Remedy is being implemented concurrently by Northrop Grumman to meet the Performance Criteria for the IZ Interim Remedy as specified in the IROD and ESD. La Puente Valley County Water District (LPVCWD), as the lead agency for the proposed Project associated with the IZ Interim Remedy, conducted an Initial Study and prepared a mitigated negative declaration filed with Los Angeles County in November 2017 and adopted by LPVCWD in December 2017.

1.5 SCHEDULE

1.5.1 Construction Schedule

Northrop Grumman anticipates that the construction phase of the Project will begin once the permitting documents and design phase have been completed. Construction is currently anticipated to begin in July 2020 and to be completed by July 2021. A section of the conveyance system along Cadbrook Drive is anticipated to be installed in early 2020 prior to the rest of the treatment plant construction.

1.5.2 Operation Schedule

Operation of the extraction wells and treatment plant is expected to be initiated following completion of the construction activities.

1.6 PERMITS, APPROVALS AND AGREEMENTS

The following permits, agreements and regulatory review processes are anticipated in order to construct and operate the proposed Project. Some of these permits and approvals are not subject to California Environmental Quality Act (CEQA) compliance since the proposed Project involves procurement of federal, ministerial and/or legally exempt permits. In addition, under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 121(e)(1), 42 U.S.C. Section 9621(e), no federal, state, or local permit is required for the portion of any CERCLA removal or remedial action conducted entirely on-site. CERCLA requires meeting the substantive provisions of permitting regulations that are ARARs (OSWER, 1992). Per the ESD, "ARARs include only substantive, not administrative, requirements, pertain only to on-site activities, and are frozen at the time of the IROD, or ESD." Permit applications would be filed for on-site activities to demonstrate compliance with the specific standards and rules of relevant agencies.

1.6.1 Compliance, Sentinel, and Other Monitoring Wells

Existing compliance, sentinel, and monitoring wells are located in existing rights-of-way within City of La Puente and City of Industry. These locations allow for continuous access for groundwater monitoring. Should access to the wells for Project activities have the potential to impact traffic, Northrop Grumman will secure encroachment permits from the agencies.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

1.6.2 City of Industry

The proposed new water treatment plant will be located on the 111 Hudson Avenue property within the City of Industry. Portions of the conveyance pipeline from the extraction wells to the treatment plant and treated discharge conveyance pipeline from the treatment plant to the storm drain will be located in the City of Industry. The wastewater discharge conveyance pipeline to the Los Angeles County Sanitation District (LACSD) sewer, to be installed as part of the IZ Interim Remedy, will be located in the City of Industry. License agreements were previously executed with the City of Industry to provide for continuous access to the anticipated pipelines. The existing pipeline license agreements were amended with the City of Industry in 2016, to allow for continuous access to sections of the proposed pipeline that will be installed in the City of Industry. Should access to the pipelines or appurtenances associated with the proposed Project have the potential to impact traffic, Northrop Grumman will obtain encroachment permits from City of Industry during pipeline installation and for operation and maintenance (O&M) activities following construction.

The following permits are being obtained from the City of Industry Planning and Engineering Departments in conjunction with permitting for the IZ Interim Remedy treatment plant:

- A Development Plan application for 111 Hudson Avenue was approved by the City Council for the IZ Interim Remedy (including zoning); a separate application will be resubmitted for SZ-South specific components;
- Encroachment and construction permits for constructing the discharge line to the storm drain located along the south side of the treatment plant property were obtained from City of Industry; and
- Encroachment and excavation permits for construction of the conveyance pipeline in City of Industry rights-of-way concurrently with construction of the pipeline for the IZ Interim Remedy were obtained from City of Industry.

Additional permits will be obtained from the City of Industry Planning and Engineering Departments, as needed, for the following:

- Encroachment and building permits for use of and construction in City of Industry rights-of-way;
- Excavation permits for construction in City rights-of-way;
- Zoning approval; and
- Construction and building permits for construction of the treatment plant, via Los Angeles County Department of Public Works (LACDPW).

The 111 Hudson Avenue property and treatment plant will be developed and constructed in compliance with applicable design standards such as landscaping, setback, and traffic flow requirements.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT SUMMARY

1.6.3 City of La Puente

The two extraction wells, EW-N and EW-C were installed in existing rights-of-way in the City of La Puente. An encroachment permit was obtained prior to installation of the extraction wells and additional encroachment permits will be obtained for future sampling and O&M activities in the event access to wells has the potential to affect traffic.

Portions of the conveyance pipeline from the extraction wells to the treatment plant will be located in the City of La Puente. A license agreement was previously executed with the City of La Puente to provide for continuous access to the anticipated pipelines. The existing pipeline license agreement was amended with the City of La Puente in 2016, to allow for continuous access to sections of the proposed pipeline and the two extraction wells within the City of La Puente. Northrop Grumman will obtain encroachment permits from City of La Puente during pipeline installation and for O&M activities following construction in the event access to the pipelines or appurtenances has the potential to impact traffic.

1.6.4 Los Angeles County

Los Angeles County Flood Control District (LACFCD) manages storm drains within the County. A storm drain connection permit application will be submitted to the City of Industry, which may forward it to LACFCD for review via a "City Services Request." The City of Industry is a listed discharger in the MS4 permit. LACFCD will therefore permit the surface water discharge of treated water to the storm drain, which discharges directly to San Jose Creek.

Because City of Industry contracts building and safety services from Los Angeles County, Northrop Grumman may submit a permit application for construction of the treatment plant, including design drawings, to LACDPW as needed.

1.6.5 Los Angeles County Department of Public Health (LACDPH)

Well construction permits were obtained by Northrop Grumman from the LACDPH prior to construction of the extraction wells, piezometers, and monitoring wells.

1.6.6 Los Angeles County Sanitation District (LACSD)

The treatment plant will generate wastewater from backwash of the bag filters, liquid-phase granular activated carbon (LGAC), reverse osmosis (RO), and the RO concentrate waste. Northrop Grumman will obtain an industrial wastewater permit directly from the LACSD. The LACSD has previously indicated that, because of the high total dissolved solids (TDS) levels in the RO system waste concentrate wastewater, the wastewater must be piped to a sewer that connects to the LACSD Carson treatment plant. Conveyance piping from the waste discharge at the treatment plant to the industrial wastewater sewer line will be shared with the IZ system and installed as part of the IZ Interim Remedy construction activities.



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PROJECT SUMMARY

1.6.7 Southern California Edison (SCE)

Permits will be obtained from SCE for electrical service connections, panels, and meters for the treatment plant and the extraction wells.

The SZ-South electrical permit application for providing power to extraction wells EW-C and EW-N was submitted to SCE on November 16, 2017 for review. The design was received from SCE in November 2018.

The electrical permit application for providing power to the property where the SZ-South and IZ Interim Remedy treatment plants will be located (111 Hudson Avenue) was submitted to SCE in 2018, and SCE provided drawings in February 2019. The SZ-South and IZ Interim Remedy treatment plants will have separate electrical service and meters. An application for providing a meter for electrical service for the SZ-South Interim Remedy treatment plant will be submitted.

1.6.8 Federal Aviation Administration (FAA)

The future treatment plant location at 111 Hudson Avenue is across the street from the City of Industry Civic Financial Center Heliport at the intersection of Hudson Avenue and Stafford Street. The heliport is owned by the Successor Agency and is used by the Los Angeles County Sheriff's Department. Height limits for nearby structures are determined by the FAA.

A permit application for development at 111 Hudson Avenue was submitted for the IZ Interim Remedy treatment plant, and a determination of "no hazard to air navigation" was issued for the IZ Interim Remedy treatment plant. If needed, a separate or amended application will be submitted for the SZ-South Interim Remedy treatment plant.

1.6.9 Main San Gabriel Basin Watermaster (Watermaster)

Water rights in the Main San Gabriel Basin have been established pursuant to an adjudication and judgment in Los Angeles Superior Court Case 924128 (Judgment). The Court maintains continuing jurisdiction such that extractions from the Main San Gabriel Basin are restricted and overdraft is corrected with artificial recharge of supplemental water. Pursuant to that authority, the Watermaster manages groundwater in the PVOU. The Watermaster's role and responsibilities in management of groundwater quality in the Main San Gabriel Basin are described in Section 45 of the Judgment and Section 28 of the Watermaster Rules and Regulations. Section 45 of the Judgment permits the Watermaster to take actions "to encourage, assist and accomplish the cleanup and improvement of degraded water quality in the Basin by non-parties." Section 28 of the Watermaster Rules authorizes the Watermaster to take a variety of actions to "preserve and restore the quality of Ground Water within the Basin," including the approval of the construction and operation of "Ground Water Treatment Facilities."

Northrop Grumman will obtain a Water Production Agreement (WPA) from the Watermaster for the operation of the extraction wells, the treatment plant, and the surface water discharge to San Jose Creek.



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PROJECT SUMMARY

1.6.10 California Regional Water Quality Control Board, Los Angeles Region (RWQCB)

1.6.10.1 Discharges to Surface Water

Treated groundwater will be discharged to surface water (San Jose Creek) via the storm drain. Discharges to surface waters are regulated by the RWQCB through the issuance of NPDES permits. The NPDES permit requirements include a monitoring and reporting program and Waste Discharge Requirements that specify effluent limitations for flow and water quality. Water quality effluent limitations take the form of both concentration and load-based thresholds and are generally based on Basin Plan Objectives; they are occasionally adjusted to allow for dilution credits, site specific objectives, and/or total maximum daily load waste-load allocations.

USEPA has incorporated the substantive NPDES requirements into ARARs for surface water discharge. These ARARs are published in the ESD (ESD, 2005). A letter from the RWQCB to USEPA on 29 June 2017 described other potential ARARs that would be applicable for surface water discharge to a tributary of the San Gabriel River (RWQCB, 2017), as San Jose Creek is. Northrop Grumman will apply for a NPDES permit to coordinate the discharge with the RWQCB and to demonstrate compliance with NPDES requirements.

As described previously, the connection and discharge will also need to be permitted by the City of Industry and potentially LACFCD.

1.6.10.2 Treatment Plant Property Soil Cleanup

As part of the 2015 acquisition of the treatment plant property at 111 Hudson Avenue, Northrop Grumman performed a Phase II Environmental Site Assessment to supplement and confirm historical soil, soil vapor, and groundwater information (Stantec, 2015). The Los Angeles RWQCB issued a letter to the Site owner in January 1996, indicating that no further assessment or remediation would be required. Petroleum hydrocarbons were detected in soil samples during the 2015 assessment, and Northrop Grumman has proposed to the RWQCB that an estimated 250 to 500 cubic yards be remediated where elevated petroleum hydrocarbons were detected. Northrop Grumman submitted a soil remediation work plan to the RWQCB, which was approved on May 3, 2017. The work plan was implemented in July 2017, and Northrop Grumman submitted a Completion Report for Remediating Hydrocarbon-Containing Soil to RWQCB on August 3, 2017 (Geosyntec, 2017a). On October 24, 2017, RWQCB issued a No Further Requirements Letter.

In December 2018 and January 2019, soil with potential staining were encountered during construction activities. Approximately 40 cubic yards of soil were excavated and stored in stockpiles. The analytical results indicated that the soil was non-hazardous, and the soil was transported to an off-site disposal facility. On May 3, 2019, RWQCB issued a designation of non-case status letter.



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PROJECT SUMMARY

1.6.11 San Gabriel Basin Water Quality Authority (WQA)

The WQA was created and authorized by the State of California to address the need for coordinated and accelerated groundwater cleanup programs in the San Gabriel Basin, including the PVOU, in part by coordinating the plans and activities of state and federal agencies and others involved in the cleanup. The WQA engages the existing rules, regulations, and standards of agencies of the State to coordinate and promote the reasonable and beneficial use of water produced and treated under mandate from USEPA.

The WQA is under the direction and leadership of a seven-member board. The board is comprised of one member from each of the three overlying municipal water districts, one from a city with prescriptive water pumping rights, one from a city without prescriptive water pumping rights, and two members representing water producers in the San Gabriel Basin. The three municipal water districts are: 1) San Gabriel Valley Municipal Water District; 2) Three Valleys Municipal Water District; and 3) Upper San Gabriel Valley Municipal Water District.

The WQA allocates certain federal matching grant funds to groundwater remediation projects and has an administrative role in approving payment of construction costs and operation and maintenance costs that are eligible for matching funds.

1.6.12 Third Party Agreement: Operator Agreement

A qualified entity will be contracted to operate the SZ-South treatment plant. La Puente Valley County Water District will operate the IZ Interim Remedy treatment plant on behalf of Northrop Grumman and will also operate the SZ-South Interim Remedy treatment plant. Both treatment plants will be located on the property at 111 Hudson Avenue and will be physically isolated from one another. An agreement between Northrop Grumman and LPVCWD is being developed and will be executed for the operation of the plant.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 PROJECT TITLE

Puente Valley Operable Unit, Shallow Zone-South Interim Remedy Project (Project)

2.2 LEAD AGENCY

La Puente Valley County Water District (LPVCWD).

2.3 PROJECT COMPONENTS

This section provides a description of each of the following proposed Project components:

- Groundwater extraction system;
- Water conveyance system;
- Water treatment plant;
- Influent characterization;
- End-use of the treated water;
- Performance criteria; and
- Groundwater monitoring system.

2.3.1 Groundwater Extraction System

Figure 2 presents plan views of existing and proposed SZ-South Interim Remedy components. To meet the Performance Criteria set forth in the IROD and ESD, Northrop Grumman installed two extraction wells (EW-C and EW-N), screened across both SZ1 and SZ2, so that the well system would be capable of extracting water and providing hydraulic containment for both SZ1 and SZ2. The two extraction wells will be operated to accommodate fluctuating water levels observed in the MOV.

The extraction wells were installed in existing rights-of-way in the City of La Puente by a California-licensed drilling contractor, in accordance with California Well Standards, published by the California Department of Water Resources (DWR, 1990). Groundwater flow model simulations indicated that the two extraction wells have the ability to capture groundwater from both SZ1 and SZ2 for the SZ-South COCs that exceed 10 times the Containment Levels (Geosyntec, 2019a,b).

The extraction wells will have submersible pumps installed to extract and transfer groundwater to the treatment plant via the groundwater conveyance system. The extraction well pumps are anticipated to be a 4-inch-diameter, 10-horsepower, stainless steel pump and a 4-inch-diameter, 3-horsepower, stainless steel pump for EW-C and EW-N, respectively. A 10% to 20% design factor is applied to the flow rate range used in design of the groundwater extraction pumps, hydraulic calculations, and conveyance pipe sizing. Variable frequency drives (VFDs), that can be adjusted at the treatment plant central control panel and the pump control panels located near each extraction wellhead, will be included for the pump motors.



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The VFDs will allow for optimization of groundwater extraction rates and plume capture while reducing electrical consumption.

2.3.2 Water Conveyance System

The Project proposes new groundwater conveyance pipelines to connect the two extraction wells to the SZ-South Interim Remedy treatment plant, the treatment plant discharge point to a storm drain outfall, and the effluent storage tank to the wastewater discharge tank.

Existing utilities anticipated to be encountered during pipeline installation include: storm drains, industrial sewer lines, telecommunications, gas lines, traffic signal conduits, underground power transmission and distribution lines, and water lines. Utility surveys and Underground Service Alert requests will be performed for the proposed pipeline routes prior to installation. As-built utility maps will also be requested from City of Industry, City of La Puente, and the County of Los Angeles. A potable waterline owned by Suburban Water Systems adjacent to EW-N on Nelson Avenue and a Southern California Gas Company natural gas line located near EW-C on Cadbrook Drive, which were identified during the design surveys, will need to be relocated. Arrangements to relocate these lines are currently in progress with the respective utility companies.

Conveyance to the Water Treatment Plant

The following three conveyance pipelines will be constructed to connect extraction wells EW-N and EW-C to the water treatment plant; dual walled high-density polyethylene (HDPE) pipe will be used for conveyance of untreated water to the treatment plant:

- An approximately 1,000 foot-long, 3-inch inner diameter HDPE untreated water pipeline along Cadbrook Drive to connect EW-C to the combined conveyance pipeline to be installed along Nelson Avenue; this segment may be installed prior to the rest of the treatment plant construction in advance of anticipated Cadbrook Drive street improvements, planned to be performed by City of La Puente;
- An approximately 35 foot-long, 2-inch inner diameter HDPE untreated water pipeline at Cadbrook Drive/Nelson Avenue intersection Drive to connect EW-N to the combined conveyance pipeline to be installed along Nelson Avenue; this segment may be installed prior to the rest of the treatment plant construction in advance of anticipated Cadbrook Drive street improvements, planned to be performed by City of La Puente; and
- An approximately 3,200-foot-long, 4-inch inner diameter HDPE untreated water combined conveyance pipeline from the Cadbrook Drive/Nelson Avenue intersection to the water treatment plant on Hudson Avenue along Nelson Avenue, Unruh Avenue, and Stafford Street. This section will be installed prior to the rest of the treatment plant construction as part of the IZ Interim Remedy construction; impacts associated with this section of pipeline were considered as part of the IZ CEQA analysis.



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PROJECT DESCRIPTION

Conveyance from the Water Treatment Plant

Treated Water Conveyance

An approximately 80 foot-long, 4-inch diameter steel pipeline will be constructed to convey the treated water from the treatment plant to a storm drain outfall for ultimate discharge of treated effluent to San Jose Creek (Section 2.3.5).

Wastewater Conveyance

An approximately 100-foot-long, 6-inch inner diameter steel pipeline will be constructed to convey wastewater to the wastewater tank, which will be shared with the IZ Interim Remedy and installed prior to the rest of the SZ-South treatment plant construction as part of the IZ Interim Remedy construction.

2.3.3 Water Treatment Plant

The SZ-South Interim Remedy groundwater treatment plant will be located at 111 Hudson Avenue in the City of Industry. The two extraction wells will be operated to accommodate fluctuating water levels observed in the MOV. Based on results of groundwater modeling and hydraulic testing during August 2018 extraction wells installation, the flow rate of extracted groundwater from the two extraction wells to the treatment plant is estimated to range from approximately 50 to 125 gpm at low groundwater elevations and up to 220 gpm at historical high groundwater elevations. (Geosyntec, 2019b). To account for potential uncertainties during the system's operational life and to provide operational flexibility, the treatment plant is designed to accommodate system upgrades that will treat up to 300 gpm (Geosyntec, 2019b). Each treatment process is designed to treat target constituents to applicable regulatory standards for surface water discharge.

The primary treatment processes include the following:

- Ultraviolet light and hydrogen peroxide (UV/Ox) for removal of 1,4-dioxane, bis(2-Ethylhexyl) phthalate (DEHP), and VOCs;
- LGAC for removal of VOCs not adequately removed by UV/Ox; and
- RO for removal of perchlorate, copper, lead, mercury, nickel, selenium, TDS, and nitrate.

A portion of the extracted groundwater will be lost as a waste-concentrate stream due to the operation of the RO system. The waste-concentrate stream will be discharged to an industrial sewer operated by LACSD.

In addition to the above primary treatment processes, the treatment plant design includes sulfuric acid addition to provide scale and pH control, multimedia filters to remove fines prior to the advanced oxidation system, bag filters to remove LGAC fines upstream of the RO system membranes, and sodium hydroxide addition to adjust the pH and Langelier Saturation Index (LSI) following RO treatment.



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PROJECT DESCRIPTION

Northrop Grumman will be responsible, in consultation with the plant operator, for design and construction of the water treatment plant. The design information of the treatment plant, pre-final design drawings, capital and O&M cost estimate, and technical specifications were submitted to USEPA on April 19, 2019, in the Pre-Final Design Report (PFDR) (Geosyntec, 2019b) and conditionally approved by USEPA on September 26, 2019. Once constructed, the plant operator will operate the water treatment plant.

2.3.4 Influent Characterization

Average treatment plant influent concentrations were estimated using the flow-weighted average of average concentrations detected in water samples collected between January 2011 and April 2017 from wells screened in SZ-South within the limits of the capture zone (as evaluated with the groundwater flow model). The average treatment plant influent concentrations are being used to evaluate O&M requirements for the treatment system components.

Maximum treatment plant influent concentrations were similarly estimated using the flow-weighted average of maximum concentrations detected in water samples collected between January 2011 and April 2017 from wells screened in SZ-South within the limits of the capture zone. The maximum treatment plant influent concentrations are being used to size treatment capability of system components.

The average and maximum flow-weighted influent concentrations were compared to the ESD ARARs for discharge to surface water and potential ARARs for surface water discharge provided by RWQCB (RWQCB, 2017). Constituents with an estimated weighted average or weighted maximum concentration exceeding the ARARs anticipated for surface water discharge and COCs requiring hydraulic containment will require treatment prior to discharge to surface water.

2.3.5 Treated Water End-Use

The planned end-use option for the treated water of the SZ-South Interim Remedy is surface water discharge to San Jose Creek, which is a RCC channel with 100-foot bottom width. Within San Jose Creek water will flow northwesterly for approximately 3,500 feet to the confluence with Puente Creek. San Jose Creek continues downstream in a northwesterly direction for approximately 8,000 feet as a lined RCC channel, ranging in bottom width between 100 feet and 140 feet. San Jose Creek then transitions to a soft-bottom channel for 6,900 feet, with bottom width ranging from 140 to 170 feet. The soft-bottom channel has six separate riprap grade controls **maintained by the U.S. Army Corps of Engineers (USACE)** that span the creek bed as it runs in a northwesterly direction. San Jose Creek then conflues with the San Gabriel River, just north of the Interstate 605 and California 60 freeway interchange. Water will then flow through the San Gabriel River spreading grounds for approximately 5,500 feet in a southwesterly direction. Within this portion of the San Gabriel River the soft-bottom dirt channel is 500 feet wide and contains four drop structures to promote inundation and infiltration of surface water. Beyond the last drop structure, the San Gabriel River is a dirt channel with bottom width ranging between 150 feet and 550 feet that flows 6,000 feet to the southwest until Whittier Narrows Dam. Under normal, low-flow conditions the dam is operated to allow surface water to continue downstream through its gates.



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During operation (including system start-up, commissioning testing, routine system operation, and periodic maintenance), treated groundwater will be discharged via a 4-inch-diameter conveyance pipeline to the on-site BI 4301 Unit 2 storm drain for ultimate discharge to San Jose Creek. Surface water discharge approval will be obtained from RWQCB and City of Industry. Discharge flow rates (41 gpm to 103 gpm) will be consistent with the current treatment plant design influent flow rates (50 gpm to 125 gpm) minus the RO concentrate waste. The treated discharge conveyance pipeline will also be able to accommodate the maximum expanded design influent flow rate of 300 gpm.

2.3.6 Performance Criteria under the IROD and ESD

The two performance criteria for the SZ-South Interim Remedy are defined in Attachment 1 of the ESD (USEPA, 2005). In accordance with the ESD and CD, the selected RA must prevent groundwater in the SZ in the MOV area with concentrations greater than or equal to ten-times the Containment Levels from: 1) migrating beyond its lateral extent as measured at the time the SZ RA containment system is Operational and Functional, and; 2) migrating vertically into the IZ. Table 2 of Attachment 1 of the ESD lists the Containment Levels for COPCs.

Table 2 of the ESD includes VOCs, total petroleum hydrocarbons (TPH), and 1,4-dioxane. According to the ESD, the treatment technologies used in the PVOU remedy “will have to be capable of effectively and reliably removing VOCs, 1,4-dioxane, and possibly perchlorate, if treatment is necessary.” For surface water discharge, the ESD specifies that perchlorate must be treated if concentrations exceed the ARAR, which was selected to be consistent with the contemporary California Public Health Goals (PHG) of 6 µg/L in 2005.

The ESD specifies that compliance with the performance criteria for the RA containment system requires monitoring of the lateral and vertical migration of COPCs in the SZ in compliance monitoring wells. The ESD requires sentinel wells be installed laterally and vertically up-gradient of the RA containment system to provide advance warning of varying conditions that could adversely impact the containment system and/or treatment plant. Examples of conditions to be detected by sentinel well monitoring include concentrations that are likely to cause the influent water to exceed the design limits of the treatment plant or the presence of previously undetected chemicals that could not be adequately treated by the constructed treatment plant.

The data collected from monitoring and extraction wells will be analyzed in conjunction with other parameters (e.g., capture zone analysis, groundwater flow directions, hydrogeology, and treatment plant influent concentrations) to evaluate whether the RA containment system meets the Performance Criteria, and whether applicable discharge ARARs for the treated groundwater are more likely than not to be exceeded. A groundwater model is to be used to support these analyses as appropriate (Unilateral Administrative Order [UAO], 2011).

Response actions or additional remedial actions may be required under the following circumstances (UAO, 2011; ESD, 2005):



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- Chemicals are detected above ten times the Containment Levels in a compliance monitoring well with initial concentrations less than the Containment Levels;
- An increasing concentration trend, as defined by Attachment 1 to the ESD, is observed in a compliance monitoring well with initial concentrations greater than ten times the Containment Levels;
- USEPA determines that groundwater concentrations in compliance, sentinel, or other monitoring wells indicate that it is more likely than not that the Performance Criteria, or the treatment plant discharge ARARs, will be exceeded; or
- USEPA determines that groundwater concentrations in compliance, sentinel, or other monitoring wells, in conjunction with other parameters such as capture zone analysis, hydrogeological interpretations, etc., indicate that it is more likely than not that the Performance Criteria will not be achieved or maintained.

2.3.7 Groundwater Monitoring System

Existing groundwater monitoring well locations for the SZ-South Interim Remedy are described in the Remedial Design Investigation (RDI) Report (Orion Environmental, Inc., 2015). Monitoring wells will be monitored under oversight of USEPA to ensure containment to meet the performance criteria of the ESD.

In accordance with ESD requirements, selected sentinel monitoring wells will be located up-gradient of the RA containment system extraction wells.

Potential compliance and sentinel monitoring wells for the RA containment system extraction wells (EW-C and EW-N) are currently being evaluated by Northrop Grumman to meet the Performance Criteria included in the ESD (USEPA, 2005). Selections for compliance and sentinel monitoring wells will be presented to USEPA in the Compliance/General Monitoring Plan (C/GMP).



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DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.0 DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Environmental Facts Potentially Affected

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code (PRC) Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This Project is evaluated based upon its effect on seventeen major categories of environmental factors.

LPVCWD has not received requests from any native American tribes to be notified of projects undergoing CEQA review with LPVCWD as Lead Agency. As a result, the native American tribal notification requirements pursuant to Assembly Bill 52 are not applicable to the Project. LPVCWD has fulfilled its Lead Agency obligations under Assembly Bill 52 and tribal cultural resources are not evaluated further as part of the IS/MND.

The environmental factors checked below would be potentially affected by the proposed Project in that at least one impact that is a “Potentially Significant” as indicated by the resource checklists of this IS/MND.

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



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DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The IS/MND fully addresses potential impacts to the environment, as described by CEQA, as “the physical conditions which exist within the area which will be affected by a proposed Project including land, air, water, flora, fauna, noise, objects of historic or aesthetic significance.” A detailed analysis of environmental impacts will be presented for each resource area (listed above) utilizing the model Environmental Checklist Form found in Appendix G of the CEQA Guidelines Section 15063(f). Impacts to the environment for construction and operation of the Project will be assessed and described, and the level of significance of impacts will be measured against criteria that have been established by regulation, accepted standards, or other definable criteria. The use of an MND is only permissible if all potentially significant environmental impacts assessed in the IS are rendered less than significant with incorporation of mitigation measures.

Each environmental resource area is reviewed by analyzing a series of questions (i.e., Initial Study Checklist) regarding level of impact posed by the Project. Substantiation is provided to justify each determination. One of four following conclusions is then provided as a determination of the analysis for each of the major environmental factors.

No Impact. A finding of no impact is made when it is clear from the analysis that the project would not affect the environment.

Less than Significant Impact. A finding of a less than significant impact is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment and no mitigation is required.

Less than Significant Impact with Mitigation Incorporated. A finding of a less than significant impact with mitigation incorporated is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment when mitigation measures are successfully implemented by the project proponent. In this case, LPVCWD is the Project proponent and would be responsible for implementing measures identified in a Mitigation Monitoring Program.

Potentially Significant Impact. A finding of a potentially significant impact is made when the analysis concludes that the proposed project could cause a substantial adverse change in the environment for one or more of the environmental resources assessed in the checklist. In this case, typically preparation of an Environmental Impact Report (EIR) would be required.



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DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 AESTHETICS

3.1.1 Setting

The proposed Project is situated in an industrial, commercial and residential (north of E Nelson Avenue) setting within an urbanized area. The dominant view in the general area includes the Puente Hills to the south, Legg Lake to the west, the San Jose Hills to the northeast, and the San Gabriel Mountains located as a backdrop to the north of the proposed Project. Two small parks are located within 0.35 miles of the proposed Project. The western end of the proposed Project is located near Basset County Park and the eastern end of the proposed Project is located near La Puente Park. Dominant views to the immediate south of the proposed Project include one and two-story buildings surrounded by asphalt with some tall ornamental trees. Dominant views to the immediate north of the proposed Project include primarily one-story residential homes with tall, ornamental trees.

According to California’s Scenic Highway Program, no officially designated-scenic routes, eligible scenic routes, or scenic vistas occur in the immediate vicinity of the proposed Project. The nearest eligible route is California State Route (SR) 57 located approximately seven miles southeast of the proposed Project between SR 90 and SR 60 near the City of Industry.

3.1.2 Impact Analysis

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



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

No impact.

The proposed Project is not located in an area with a designated scenic vista. The visual quality of the areas surrounding the proposed Project site consists predominately of employment development with some commercial and public facility developments (i.e., police station and the City of Industry Civic Financial Center). Therefore, the proposed Project will have no impact on a scenic vista.

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

No Impact.

The proposed Project is not located within an officially designated State Scenic Highway. The nearest officially designated State Scenic Highway to the proposed Project is SR 2, which is approximately 18 miles northwest of the proposed Project. The nearest eligible state scenic highway route is SR 57, located approximately seven miles southeast of the proposed Project. Therefore, no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would occur as a result of the proposed Project.

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

Less than Significant Impact.

The proposed Project would involve the installation of conveyance pipes to connect the existing extraction wells, which are located within existing rights-of-way within the City of La Puente, conveyance pipeline to the new treatment plant, and a new treatment plant for the shallow zone, to be located on the 111 Hudson Avenue property within the City of Industry. Visual impacts to the surrounding community would occur temporarily during the construction phase. Although construction of the new treatment plant would introduce a new structure, this would not significantly impact the surrounding area as the current area is zoned as "employment" which includes a variety of business and employment uses including industrial manufacturing, assembly, printing, machining, milling, welding, etc. (City of Industry 2014a). The area surrounding the proposed treatment plant consists of institutional, commercial, and employment development. All of the proposed Project elements are structures common to the urban environment and are not anticipated to significantly impact the visual character of the surrounding community. Therefore, impacts to the existing visual character or quality of the site and its surroundings would be less than significant.



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- 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 be located within the existing public rights-of-way within the City of La Puente for installation of the conveyance pipes connecting the existing extraction wells, a conveyance pipeline to the new treatment plant, and a new treatment plant for the shallow zone, to be located on 111 Hudson Avenue, zoned as “employment” under the City of Industry General Plan (City of Industry 2014b). These areas are surrounded by institutional, commercial, and employment development. During the construction phase, activities would occur during daylight hours. Operation of the extraction wells would occur below ground and therefore would not create a new source of substantial light or glare. Operation of the treatment plant would provide a new source of light and glare; however, it would be general lighting within the property boundary and would correspond with the existing industrial lighting and use of the area. The lighting would all be downward and inward oriented as is required by the City of Industry. As a result, there would be less than significant impact on light-sensitive receptors.



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3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 Setting

The proposed Project site and surrounding areas occur within an urban context which does not support agricultural land uses or forestry resources. There are no agricultural or forestry resources within the City of Industry or the City of La Puente. Additionally, there are no areas set aside solely for agricultural purposes or defined as forestry lands on or adjacent to the proposed Project site.

3.2.2 Impact Analysis

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES: Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526, or timberland zoned Timberland Protection (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"/>

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

No Impact.

See impact discussion e) below.



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

No Impact.

See impact discussion e) below.

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

No Impact.

See impact discussion e) below.

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

No Impact.

See impact discussion e) below.

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

No Impact.

The proposed Project is located within an urbanized area with no agricultural land use designations or forestry land use designations or operations in the vicinity of the proposed Project area. Construction and operations of the proposed Project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance; conflict with existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning of forest land, timberland or timberland zoned Timberland Protection; or involve other changes in the existing environment which could result in the conversion of Farmland, to non-agricultural use. Therefore, no impacts related to agriculture and forestry resources would occur from the construction and operation of the proposed Project.



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3.3 AIR QUALITY

3.3.1 Setting

The proposed Project site is located in the South San Gabriel Valley region of the southeast Los Angeles County. The proposed Project area is within the South Coast Air Basin (SCAB) which is under the jurisdiction of South Coast Air Quality Management District (SCAQMD). The proposed Project components, including the water treatment plant, conveyance pipelines to connect existing wells, and water conveyance pipelines to the treatment plant are located in commercial/industrial and residential areas. The nearest sensitive receptors to the proposed water treatment plant are residences located more than 700 feet to the northeast, along Nelson Avenue.

Regulatory oversight authority regarding air quality at the local, state, and federal levels rests with the SCAQMD, California Air Resources Board (CARB), and United States Environmental Protection Agency (USEPA), respectively.

Ambient air quality is determined by comparing pollutant levels in ambient air samples to national and state standards. These standards are established by the USEPA and CARB at levels determined to be protective of public health and welfare, with an adequate margin of safety. California Ambient Air Quality Standards (CAAQS) were established in 1967, whereas National Ambient Air Quality Standards (NAAQS) were first established by the federal Clean Air Act of 1970. California standards are generally more stringent than national standards.

Air quality standards specify the upper limits of pollutant concentrations, over defined durations, in ambient air, consistent with the management goal of preventing specific harmful effects. There are national and state standards for the “criteria pollutants” ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), fine particulate matter with an aerodynamic diameter of less than 2.5 microns (PM_{2.5}), airborne respirable particulate matter with an aerodynamic diameter of less than 10 microns (PM₁₀), sulfur dioxide (SO₂), and lead (Pb). Federal/National and State Ambient Air Quality Standards are presented in Table 1.



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Table 1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^{a,c}	National Standards ^{b,c}	
			Primary	Secondary
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	—	—
	8 Hour	0.07 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	Same as Primary
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary
	Annual Mean	20 µg/m ³	—	
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard	35 µg/m ³	Same as Primary
	Annual Mean	12 µg/m ³	12.0 µg/m ³	15 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	—
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	—
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	—
	Annual Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	—
	3 Hour	—	—	0.5 ppm (1,300 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³) (for certain areas)	—
	Annual Mean	—	0.030 ppm (80 µg/m ³)	—
Lead (Pb)	30-Day Average	1.5 µg/m ³	—	—
	Calendar Quarter	—	1.5 µg/m ³ (for certain areas)	Same as Primary
	Rolling 3-Month	—	0.15 µg/m ³	
Visibility-Reducing Particles	8 Hour	10-mile visibility standard, extinction of 0.23 per kilometer	No National Standards	
Sulfates	24 Hour	25 µg/m ³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)		

Notes:

^a California standards for O₃, CO (except Lake Tahoe), SO₂ (1 and 24 hour), NO₂, suspended particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles) are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^b National standards (other than O₃, PM, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to these reference conditions; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

mg/m³ = milligrams per cubic meter; µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion

Source: CARB, 2016a.



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The USEPA and CARB determine the air quality attainment status of designated areas by comparing local ambient air quality measurements from state or local ambient air monitoring stations with the CAAQS and NAAQS. These attainment designations are determined on a pollutant-by-pollutant basis. Consistent with federal requirements, an unclassifiable designation is treated as an attainment designation. Table 2 presents the federal and state attainment status for the SCAB.

Table 2 Attainment Status of South Coast Air Basin

Pollutant	State Designation	Federal Designation
Ozone (O ₃)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM ₁₀)	Non-Attainment	Attainment
Particulate Matter (PM _{2.5})	Non-Attainment	Non-Attainment (Serious)
Carbon Monoxide (CO)	Unclassified/Attainment	Attainment/Maintenance
Nitrogen Dioxide (NO ₂)	Unclassified/Attainment	Attainment/ Unclassifiable
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead (Pb)	Attainment	Partial Nonattainment (Los Angeles County only)
Hydrogen Sulfide (H ₂ S)	Unclassified	*
Sulfates	Attainment	*
Visibility Reducing Particles	Unclassified	*

Source: CARB, 2017 and EPA, 2018

Notes: (*) = Not Applicable/ No Federal Standards

As shown in Table 2, the proposed Project area is designated as nonattainment for both, federal and state standards for O₃ and PM_{2.5}, federal standard for lead (rolling 3 months), and state standard for PM₁₀. Because the SCAB currently exceeds several state and federal ambient air quality standards, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

The SCAQMD in conjunction with the Southern California Association of Governments (SCAG), CARB, USEPA, and a number of other stakeholders, prepared the 2016 Air Quality Management Plan (AQMP) (SCAQMD, 2017). The purpose of the 2016 AQMP is to provide a comprehensive and integrated program to lead the SCAB into compliance with the national 24-hour and annual PM_{2.5} AAQS. In addition, the 2016 AQMP outlines the plan toward meeting the national 1-hour and 8-hour ozone standards.

The 2016 AQMP accounts for projected population growth, predicted future emissions in energy and transportation demand, and determined control strategies for the eventual achievement of AAQS attainment designation. These control strategies involve a combination of regulatory and incentive approaches via partnerships at all levels of government.

The 2016 AQMP includes policies that are consistent with the SCAQMD and specify review according to the recommendations of SCAQMD guidelines. Other policies are aimed at reducing transportation emissions and emissions from major stationary sources.



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The proposed Project would be subject to the following general SCAQMD rules and regulations:

- Regulation IV - Prohibitions
 - Rule 401 – Visible Emissions
 - Rule 402 – Nuisance
 - Rule 403 – Fugitive Dust

3.3.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

The SCAQMD has adopted regional and localized significance thresholds (LSTs) to determine the significance of a project’s potential air quality impacts. The thresholds of significance are adopted for the construction and operation phases of projects. The LSTs were developed by the SCAQMD to assist lead agencies in analyzing localized air quality impacts from projects. LST look-up tables for one, two, and five acre proposed projects emitting CO, nitrogen oxides (NO_x), PM_{2.5} or PM₁₀ were prepared for easy reference according to source receptor area. The LST methodology and associated mass rates are not applicable to mobile sources travelling over the roadways. It should be noted that SCAQMD does not require compliance with LSTs for new construction projects; more importantly, LSTs are a voluntary approach to be implemented at the discretion of local agencies (SCAQMD, 2008).

Table 3 below presents the regional and localized significance thresholds applicable to the proposed Project that are used for purposes of impact analysis. Because installation of the water conveyance pipelines mainly involves mobile sources operating along roadways, LSTs have only been applied to the water treatment plant site for purposes of this analysis. These LSTs are based on a one-acre site with a 200-meter receptor distance.



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Table 3 SCAQMD Air Quality Significance Thresholds (Mass Daily Thresholds)

Regional Thresholds (lbs/day)	VOC	NO_x	SO_x	CO	PM₁₀	PM_{2.5}	Lead (Pb)
Construction	75	100	150	550	150	55	3
Operation	55	55	150	550	150	55	3
Localized Thresholds (lbs/day)¹	VOC	NO_x	SO_x	CO	PM₁₀	PM_{2.5}	Lead (Pb)
Construction	n/a	123	n/a	2,110	60	20	n/a
Operation	n/a	123	n/a	2,110	15	5	n/a

SOURCE: SCAQMD Air Quality Significance (Mass Daily) Thresholds, 2015
 SCAQMD Mass Rate LST Lookup Tables, Appendix C, 2009

Notes:
 1. Localized significance thresholds are from the SCAQMD lookup tables for Source Area 11 assuming a one acre project site and a distance to the nearest sensitive receptor of 200 meters.

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

Less than Significant Impact.

Projects with daily emissions below the significance thresholds established by the SCAQMD (presented in Table 3), would be in line with the goals of achieving attainment with ambient air quality standards as outlined in the latest air quality plan (2016 AQMP), and would not conflict with or obstruct implementation of the applicable plans. Emissions from proposed Project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (CARB, 2016b).

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planning, and environmental professionals to quantify potential criteria air pollutant emissions associated with both construction and operation from a variety of land use projects. The model quantifies direct emissions from construction and operation including vehicle use, off-road equipment, fugitive dust, off-gas from asphalt and landscaping maintenance. Default data (i.e., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California.

The Project would result in emissions of criteria air pollutants during construction primarily from off-road equipment and on-road vehicle exhaust, fugitive dust from grading/soil disturbing activities, and off-gas from re-paving streets after pipeline installation. Operation phase emissions of criteria air pollutants are limited to vehicle exhaust from workers commute, and emissions associated with operation and maintenance of the treatment plant.

Emissions from the treatment plant operation are limited as a majority of equipment will be electrically powered and the treatment/remediation process is a closed system. Estimated Project construction and operation emissions are summarized below in Tables 4 and 5, respectively. Detailed emissions estimates and assumptions are provided in Appendix A (Project Emissions Estimates).



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Table 4 Project Construction Emissions in Comparison with SCAQMD Significance Thresholds

Component	Pollutant Emissions (lbs/day) ¹						
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Pb
Pipeline Installation and Re-paving	3.27	28.00	23.83	0.05	2.68	1.68	--
Water Treatment Plant	2.49	19.51	15.48	0.03	6.77	3.79	--
Peak Day Regional Emissions ²	5.76	47.51	39.30	0.08	9.45	5.47	--
Regional Significance Thresholds	75	100	550	150	150	55	3
Exceed Thresholds?	No	No	No	No	No	No	n/a
Peak Day Onsite Emissions ³	2.27	19.48	13.49	0.02	6.68	3.77	--
Localized Significance Thresholds	n/a	123	2,110	n/a	60	20	n/a
Exceed Thresholds?	--	No	No	--	No	No	--

Notes: n/a = not applicable, no thresholds adopted

1. Emission estimated using CalEEMod Version 2016.3.2. Results of model runs are provided in Appendix A.
2. Peak regional emissions estimated using maximum on-site and offsite daily emissions from construction activities that occur simultaneously (installation of conveyance pipelines and construction of the water treatment plant based on construction schedule).
3. Peak onsite emissions are associated with construction of water treatment plant and compared with the localized significance thresholds.

Table 5 Project Operation Emissions in Comparison to SCAQMD Significance Criteria

Component	Emissions (lbs/day) ¹						
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Lead (Pb)
Project Operation Emissions ²	0.43	0.09	0.16	<0.01	0.03	0.01	--
Regional Thresholds Operation	55	55	550	150	150	55	3
Localized Thresholds Operation	n/a	123	2,110	n/a	15	5	n/a
Exceeds Thresholds?	No	No	No	No	No	No	n/a

Notes:

1. Emission estimated using CalEEMod Version 2016.3.2. Results of model runs are provided in Appendix A.
2. Operational emissions assumed to be limited to the water treatment plant. Assumes no measurable criteria air pollutant emissions from operation of water conveyance pipelines.

As shown in Tables 4 and 5, proposed Project construction and operation emissions are below the applicable SCAQMD regional and localized mass emissions thresholds of significance. Considering Project mass emissions are below the thresholds of significance, the Project would not conflict with or obstruct implementation of the 2016 AQMP and impacts would be less than significant.



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- 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.

By its very nature, air pollution is largely a cumulative impact. The SCAQMD's application of thresholds of significance for criteria air pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. If a project's emissions are less than the thresholds of significance for criteria air pollutants the project would not be expected to result in a cumulatively considerable air quality impact. As shown in Tables 4 and 5, Project construction and operation emissions are below the applicable SCAQMD regional and localized mass emissions thresholds of significance. Considering Project mass emissions are below the thresholds of significance, 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 and impacts would be less than significant.

- c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact.

As shown in Tables 4 and 5, Project construction and operation emissions are below the applicable SCAQMD localized mass emissions thresholds of significance. Considering localized Project mass emissions are below the thresholds of significance, the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

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

Less than Significant Impact.

Construction of the proposed Project does not include any source of potentially objectionable odors that could affect a substantial number of people. There is a potential for odors to be created as a result of operating the water treatment plant. However, the proposed treatment system is a closed system. The treated water would have no odor. The treatment plant would require infrequent change out of the liquid-phase granular activated carbon which is limited to a very short duration (e.g., three to four hours monthly). This would not cause odor. As granular activated carbon is removed, it will be placed into sealed containers for transport to an appropriate receiving facility for disposal. Considering the short-term duration and distance of over 700 feet to the nearest sensitive receptors, potential odors from operating the water treatment plant would be negligible. As such, the proposed Project would not create objectionable odors affecting a substantial number of people and potential impacts would be less than significant.



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3.4 BIOLOGICAL RESOURCES

3.4.1 Setting

The proposed Project will be constructed within previously disturbed lands that lack native vegetation. The existing extraction wells, proposed conveyance pipelines, and the proposed treatment plant in the shallow zone are located within developed (i.e., street rights-of-way, residential, industrial, and institutional areas) and/or previously disturbed areas with non-native annual grassland (i.e., proposed treatment plant located within an empty lot). Ornamental trees and shrubs are interspersed throughout the proposed Project area.

3.4.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES: Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish or U.S. 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 type="checkbox"/>	<input checked="" 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"/>



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

Less than Significant Impact with Mitigation Incorporated.

The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW), list species as threatened or endangered under the Federal and State Endangered Species Acts (FESA and CESA, respectively). A literature review was conducted to assist in determining the existence or potential occurrence of special-status plants and wildlife within the proposed Project limits and in the proposed Project vicinity. According to the literature review, no occurrence records for plant or wildlife species listed by the State and/or Federal government as endangered or threatened were identified within the Project limits. In addition, a review of the California Natural Diversity Database or "CNDDB" (CDFW 2019) indicated no recent records (i.e., occurrences within one mile of the proposed Project over the past 30 years) of any special status species within one mile of the proposed Project site. However, the literature review indicated that the proposed Project site is located approximately three miles southwest of designated critical habitat for the Coastal California Gnatcatcher (CAGN). No suitable habitat for CAGN occurs within the proposed Project or within 500 feet of the proposed Project. As mentioned earlier, the proposed Project site and adjacent areas do not contain habitat suitable to support special-status species and the proposed Project site is not within a known migratory corridor for any special-status species. Therefore, the implementation of the proposed Project is not expected to result in impacts to threatened, endangered or other special-status species.

Treated water from the SZ-South Interim Remedy treatment plant will be discharged to San Jose Creek located south of the proposed Project. This reach of San Jose Creek is channelized (reinforced cement concrete) and does not contain suitable habitat for special status species. San Jose Creek transitions to a soft bottom creek approximately two miles downstream of the proposed discharge point. The soft bottom channel extends for 6,900 feet and contains six installed separate riprap grade controls that span the creek bed as it runs in a northwesterly direction. San Jose Creek is located within hydrological unit 405.41 of the Los Angeles County Regional Water Quality Control Board (LARWQCB) Water Quality Control Plan or "Basin Plan", (LARWQCB 1995). San Jose Creek is identified in the Basin Plan as having intermittent beneficial uses for warm freshwater habitat ("WARM") and existing beneficial uses for wildlife habitat ("WILD"). The WARM designation means that the creek may intermittently support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife (including invertebrates). The WILD designation means that the creek supports wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

The Project would discharge an expected 103 gpm and a maximum of 245 gpm of treated water through connection with an existing storm drain to San Jose Creek. San Jose Creek is comprised of a reinforced cement concrete channel in this area and does not include soft-bottom channel (Figure 4). The nearest soft-bottom channel segment begins approximately 8,000 feet downstream San Jose Creek from the treated water discharge point and continues beyond San Jose Creek's confluence with the San Gabriel River. USACE maintains rock rip rap grade controls, drop structures, spreading grounds, and other best



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management practices along this stretch of San Jose Creek and San Gabriel River that serve to reduce the potential for erosion and promote infiltration of surface waters. The Project Applicant or LPVCWD do not propose to install or maintain any erosion control measures in San Jose Creek as part of the Project.

Daily flow rates measured between October 2004 and September 2018 at Gage F312B located at Workan Mill Road (Figure 4), downstream of the transition to soft-bottom channel and upstream of the discharge point of the San Jose Creek Water Reclamation Plant indicate that approximately 550,000-acre feet of water flowed this segment of San Jose Creek. The proposed Project discharge is 1.0% of historical San Jose Creek runoff¹. The proposed Project discharge to San Jose Creek is estimated to increase the long-term effective work done on the channel bed by less than 0.5%. Based on the state of the science to date (Hawley and Bledsoe, 2013), the threshold increase in long-term effective work, or sediment transport, corresponding to significant in-stream erosion impacts is approximately 5% for the most sensitive bed material (i.e., sand). The incremental increase in long-term erosive work associated with the Project discharge is less than an order of magnitude of this threshold. Thus, the Project discharge would have a negligible erosive impact to San Jose Creek, regardless of the presence of existing grade controls in the creek. Considering the above, the proposed effluent discharge would not substantially alter the quality in the soft-bottom natural area of the channel, increase sedimentation/erosion, substantially alter the hydrograph of the stream, or substantially modify existing geomorphic processes.

Prior to discharge to San Jose Creek, water will be treated using UV/Ox, LGAC, and RO processes. These processes are effective in removing the COCs in the untreated water including 1,4-dioxane, DEHP, VOCs, perchlorate, copper, lead, mercury, nickel, selenium, TDS, and nitrate. The proposed water treatment system has been designed to treat water to meet all applicable water quality effluent limitations in the form of both concentration and load-based thresholds which are generally based on Los Angeles County Regional Water Quality Control Board Water Quality Control Plan or "Basin Plan" objectives. Additionally, LPVCWD will obtain and discharge the treated water to San Jose Creek in accordance with the requirements of an NPDES permit. Correspondingly, the treated effluent discharged to San Jose as a result of Project implementation would not result in substantial adverse water quality impacts or significantly impact fish and wildlife resources.

~~The discharge into San Jose Creek may result in some minor changes to water quantity and quality in the soft-bottom natural area of the channel. These changes may include turbidity in the water column as a result of re-suspension of sediments. Changes in the volume of water caused by the additional discharge may result in minor but temporary erosion. Impacts on downstream habitats result from this increase in discharge would be negligible. The potential fluctuation in the volume of water may temporarily impact aquatic biota such as macro-invertebrates, and temporarily impact aquatic vegetation associated with the creek. Common wildlife such as birds that may depend upon the creek for food and shelter may be temporarily affected by these impacts. However, the riprap grade controls set along the soft bottom~~

¹ The Project would have contributed an estimated 2,300-acre feet at the anticipated discharge rate of 103 gallons per minute (0.29 cubic feet per second) or a maximum of 5,500-acre feet at 245 gallons per minute (0.55 cubic feet per second) of treated water to San Jose Creek.



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~~channel of the San Jose Creek may potentially aid in limiting the flow of water as well as the level of turbidity and erosion.~~

Based on the **estimated incremental 1% increase in stream flow that could occur as a result of the proposed effluent discharge to San Jose Creek**, ~~distance of the soft bottom natural area of the creek from the discharge point, and lack of occurrences of or habitat suitable to support special-status species in the proposed Project area (CDFW 2019), maintenance of existing erosion control measures along the soft bottom channel,~~ and the meeting of NPDES requirements for the discharge of the treated water, impacts to potential aquatic and wildlife species that may be associated with the San Jose Creek ecosystem is expected to be less than significant.

The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and Section 3503 of the California Fish and Game Code protects migratory nesting birds. The Project site supports non-native, ornamental trees that may be potentially used by birds for nesting activities. Construction activities that will occur in close proximity to the trees has the potential to adversely impact nesting birds, if present during construction. This is a potentially significant impact.

Mitigation Measures

BIO-1: Nesting Bird Impacts Avoidance

This proposed Project does not propose vegetation removal; however, there is nesting bird potential in trees and shrubs adjacent to proposed construction activities (e.g. landscaping occurs primarily along sidewalks immediately adjacent to proposed pipelines in existing roads). The noise and level of human activity associated with construction activities within the Project footprint have the potential to result in direct impacts or indirect disturbance to nesting birds. Any activities that could potentially cause disturbance to active nests, eggs, and/or young of nesting birds, or cause nest abandonment, shall be minimized or avoided.

Prior to initial site disturbance, seasonally timed presence/absence surveys for nesting birds shall be conducted by a qualified biologist. If construction activities carry over into a second nesting season(s) the surveys will need to be completed annually until the proposed Project is complete. A minimum of three survey events, three days apart shall be conducted (with the last survey no more than three days prior to the start of site disturbance), if construction is scheduled to begin during avian nesting season (February 15th through September 15th); surveys for raptors shall be conducted from January 1st to August 15th. Surveys shall be conducted within 500 feet of all proposed Project activities.

If endangered or threatened species are observed, consultation with U.S. Fish and Wildlife Service (USFWS) and/or CDFW is required. If breeding birds with active nests are found prior to or during construction, a qualified biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. **The buffer shall be extended to 500 feet from active raptor nests.** The prescribed buffers may be adjusted by the qualified biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified biologist shall conduct regular monitoring of the nest to determine success/failure and to ensure that Project activities are not conducted



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within the buffer(s) until the nesting cycle is complete or the nest fails. If construction occurs outside of avian nesting season, only a single presence/absence survey will be required.

Residual Impacts

With the implementation of Mitigation Measure BIO-1, the Project would have a less than significant impact with mitigation incorporated to 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.

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

Less than Significant Impact.

Riparian habitat refers to the trees, other vegetation, and physical features normally found on the banks and floodplains of rivers, streams, and other bodies of fresh water. This includes willows, mule fat, and other vegetation typically associated with the banks of a stream or lake shorelines and may be consistent with USACE and CDFW definitions. In most situations, wetlands associated with a stream or lake would fall within the limits of the riparian habitat. Thus, defining the limits of CDFW jurisdiction based on riparian habitat will automatically include any wetland areas and may include additional areas that do not meet USACE criteria for soils and/or hydrology (e.g., where riparian woodland canopy extends beyond the banks of a stream away from frequently saturated soils).

The proposed Project site is predominantly developed with little to no vegetation. The proposed Project site and immediate surrounding areas do not support riparian or wetland vegetation. Treated water from the SZ-South Interim Remedy treatment plant is proposed to be discharged to San Jose Creek located immediately south of the proposed Project. This reach of San Jose Creek is channelized (reinforced cement concrete) and does not support riparian habitat or other sensitive or native natural communities. The natural areas of the creek occur approximately two miles downstream of the proposed area for treated water discharge, where San Jose Creek supports a soft bottom channel and associated riparian habitat. Potential indirect impacts to the aquatic ecosystem of the creek in this area from discharge of treated water have been discussed in Impacts Analysis a) above.

Based on the lack of riparian vegetation at the proposed Project site, distance between natural riparian areas of San Jose Creek and project site, indirect nature of disturbance to the creek from discharge of treated water, and the meeting of NPDES requirements for the discharge of the treated water, impacts to riparian habitat or other sensitive natural communities would be less than significant.



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- 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.

The USACE Regulatory Branch regulates activities that discharge dredged or fill materials into “waters of the U.S.” under Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. “Waters of the U.S.” is a broad term and can be divided into three categories: territorial seas, tidal waters, or non-tidal waters. This permitting authority applies to all “waters of the U.S.” where the material (1) replaces any portion of “waters of the U.S.” with dry land or (2) changes the bottom elevation of any portion of any “waters of the U.S.”

The USACE generally asserts jurisdiction over “waters of the U.S.” that are: traditional navigable waters (TNW), wetlands adjacent to TNWs, non-navigable tributaries of TNWs that are relatively permanent waters (RPW) where the tributaries typically flow year-round or have continuous flow at least seasonally (typically three months), and wetlands that abut such tributaries. For certain waters including non-navigable tributaries that are not RPWs, the USACE bases their jurisdictional assertion on a fact-specific analysis to determine if a ‘significant nexus’ exists with a TNW. A significant nexus analysis assesses the flow characteristics and function of the tributary itself and the functions performed by all wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical and biological integrity of downstream traditional navigable waters. A significant nexus includes consideration of hydrologic and ecologic factors.

The CDFW has jurisdictional authority over riparian/wetland resources associated with rivers, streams, and lakes pursuant to the California Fish and Game Code (§1600–1616). Pursuant to Section 1602 of the California Fish and Game Code; CDFW regulates any work that will (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. Because the CDFW includes streamside habitats (such as riparian vegetation) under its jurisdiction that, under the federal definition, may not qualify as wetlands on a particular project site, its jurisdiction may be broader than that of the USACE.

Under the jurisdictional criteria defined above, San Jose Creek is potentially subject to USACE, RWQCB, and CDFW jurisdiction. Although San Jose creek is not navigable, it is likely an RPW in most years. In addition, it is a tributary to navigable waters. San Jose creek flows into the San Gabriel River, which subsequently drains into the Pacific Ocean. However, the Project does not include the introduction of fill into the waters or any wetlands, nor would it affect either. Therefore, it is expected that USACE and CDFW would not claim jurisdiction.

The Project proposes to discharge treated water from the SZ aquifer through new groundwater conveyance pipelines from two existing extraction wells to the SZ-South Interim Remedy treatment plant, the treatment plant discharge point to a storm drain outfall, and the effluent storage tank to the



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wastewater discharge tank. The treated water released to a storm drain outfall will ultimately discharge the treated effluent to San Jose Creek. These pipeline structures will not be located within potential state and federal jurisdictional areas of the San Jose Creek. No major modification of creek bed, bank or riparian areas is proposed. The indirect and minor nature of impacts to San Jose Creek natural areas downstream of the Project have been discussed in responses to questions a) and b) above, but impacts will have no adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

Therefore, the implementation of the proposed Project will not have a substantial adverse effect on federally protected wetlands as defined by Sections 404/401 of the Clean Water Act or CDFW jurisdictional waters and therefore, impacts would be less than significant.

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.

Wildlife corridors facilitate connectivity on a larger scale between areas of suitable habitat or on a smaller scale between habitat and resources that may otherwise be isolated. The proposed Project site is located in a predominantly industrial setting, surrounded by developed areas. The proposed Project actions are primarily proposed to occur in previously disturbed areas that lack habitat suitable for wildlife and native plants. Based on this environmental setting, it is highly unlikely that the proposed Project site is utilized as a wildlife movement corridor. While San Jose Creek may be utilized by common urban wildlife for movement, the portion of the channel adjacent to the Project site is channelized, which greatly limits its potential for wildlife movement. Wildlife movement up and down the channel by small urban wildlife may be accommodated when the flow in the channel is low. Wildlife species that use developed areas for foraging and breeding will have adequate similar habitat in adjacent areas not affected by the proposed actions of this Project. As identified earlier, the Basin Plan recognizes San Jose Creek as having intermittent beneficial uses as a freshwater habitat for fish and wildlife and may also be beneficially used as a wildlife habitat. These functions and values are likely restricted to the natural areas of the creek that support the soft bottom channel with riparian habitat, which occur approximately two miles downstream of the proposed Project site. As discussed in responses to Questions a) and b) earlier, the potential impacts from discharge of treated water into San Jose Creek are indirect and minor.

Therefore, based on the lack of native resident or migratory fish and native resident or migratory wildlife corridors within and near the proposed Project and the intermittent nature of San Jose Creek as a freshwater habitat for fish and wildlife, interference to 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 by the Project would be less than significant.



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

No impact.

The City of Industry's Municipal Code does not have any specific ordinances that provide special protection for trees, other plant or animal species, or natural habitat areas. However, the City of Industry has adopted a water conservation ordinance pursuant to Assembly Bill (AB) 1881. All new and rehabilitated landscaped areas are required to meet the provisions of Chapter 13.18 of the City's Municipal Code. Since all new development must follow these regulations, the Project would not cause conflicts with the existing ordinance (City of Industry 2014a). The City of La Puente does not have any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (City of La Puente 2004). In addition, the construction and operation of the proposed Project does not include the removal of landscaping, in particular, trees. Therefore, no impact would occur.

- f) *Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?*

No impact.

The proposed Project site or Project area is not located within an area where there are draft or adopted Habitat Conservation Plans (HCP), Natural Community Conservation Plans (NCCP), or any other local, regional, or state habitat conservation plans in effect. Since no such conservation plans are in effect in the Project area, the Project site is not subject to the requirements of such plans and is therefore subject to regulation by local, State, and Federal laws on a case-by-case basis for biological resources. As there is no adopted HCP, NCCP, or other approved local, regional, or state HCP applicable to the Project, there would be no impact.



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3.5 CULTURAL RESOURCES

3.5.1 Setting

The San Gabriel Basin, including areas surrounding the proposed Project, has a rich Native American history including the Tongva Indians, also known as the Gabrielinos because of their association with the Mission San Gabriel in the late eighteenth century (Welch 2006). By the late 1700s the Spanish established a set of missions throughout California, with Mission San Gabriel built in 1771. By the mid-1800s the La Puente Rancheria of Mission San Gabriel was parceled out to several Mexican citizens. By the early 1900s the La Puente Valley was known for its abundance of citrus, walnut, and avocado crops with a growing industry of oil, banking, and communications.

3.5.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact.

The proposed Project would not cause any adverse change to aboveground historical resources (buildings or structures that are, or could be, eligible for the National Register of Historic Places or the California Register of Historical Resources). Construction of the new water treatment plant would be placed on a vacant lot and no structures would be demolished. Construction of the pipelines will be aligned within existing rights-of-way and would not impact any structures. Therefore, no impacts to historical structures are expected and no mitigation is required.

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



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Less than Significant Impact.

A records search performed for a previously published Class III investigation showed that there have been eight previous archaeological investigations within one mile of the proposed Project area. The Class III field survey found no resources within the general vicinity of the proposed Project area. In the unlikely event archaeological resources are discovered during construction, work activities shall cease in accordance with applicable law until a qualified archaeologist can assess the potential significance of such finds; therefore, potential impacts to archaeological resources would be less than significant.

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

Less than Significant Impact.

The proposed Project would not impact any known cemeteries. Although unlikely, in the event human remains are discovered during construction, work activities shall cease until the Los Angeles County coroner is contacted and the age of the remains can be determined. If the remains are determined to be historical a qualified archaeologist can assess the potential significance of the remains in accordance with applicable law. If the remains are determined to be Native American, the appropriate Native Americans as identified by the Native American Heritage Commission as provided in California Public Resources Code SS5097.98 shall be notified. Therefore, potential disturbance to human remains, including those interred outside of formal cemeteries would be less than significant.



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3.6 ENERGY

3.6.1 Setting

Southern California Edison is the electrical service provider within both the City of Industry as well as the City of La Puente. SCE maintains a number of distribution and substation facilities in the vicinity of the proposed Project, which would be available to provide the energy necessary for the construction, operation, and maintenance of the proposed Project facilities. Discussed in greater detail above in Section 1.6.7 (Southern California Edison), the Applicant has submitted an application to SCE for a connection to support the SZ-South Remedy treatment plant.

SCE is required by the California Energy Commission to publish a power content label describing the percentage mix of SCE’s energy sources.

In 2017, SCE obtained power from the following sources:

- Renewable – 32 percent
- Large Hydroelectric – 8 percent
- Natural Gas – 20 percent
- Nuclear – 6 percent
- Unspecified Sources of Power² - 34 percent.

SCE’s renewable energy sources are further broken down as follows:

- Solar – 13 percent
- Wind – 10 percent
- Geothermal – 8 percent
- Eligible Hydroelectric – 1 percent.

3.6.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Energy: Would the Project:				
a) Result in potentially significance environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction and 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 type="checkbox"/>	<input checked="" type="checkbox"/>

² “Unspecified sources of power” means electricity from transactions that are not traceable to specific generation sources.



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- a) *Result in potentially significance environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction and operation?*

Less than Significant.

Resources that would be consumed as a result of the proposed Project include water, electricity, and fossil fuels during construction and operation. Construction would require the manufacture of new materials, some of which may not be recyclable at the end of the proposed Project's lifetime. The energy required for the production of these materials would also result in an irretrievable commitment of natural resources. The anticipated equipment, vehicles, and materials required for construction of the proposed Project as detailed within Appendix A (CalEEMod Output). The amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

Construction activities associated with the proposed Project would result in the consumption of petroleum-based fuels. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State; therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Minimal daily vehicular fuel consumption would occur during operation of the proposed Project, as the Project would be unstaffed during regular operations. As such, it would be expected that vehicular fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use in the region.

Furthermore, to save materials and fuel for economic gain, it is to the advantage of the Applicant to implement energy efficiency and fuel use reduction strategies for all on-site equipment, and wherever possible during construction.

Compliance with all applicable building codes, state of California, County of Los Angeles, City of Industry, and City of La Puente regulations, ordinances, and policies would ensure that all natural resources are conserved to the maximum extent possible. Therefore, the proposed Project's consultation of energy resources would have a less than significant impact

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

No Impact.

The California Renewable Portfolio Standard requires that 33 percent of electricity retail sales be provided by renewable energy sources by 2020. As discussed above in Section 1.6.7 (Southern California Edison), the Applicant has committed to obtaining electrical service for the proposed Project from SCE. This agreement would be issued in compliance with all applicable state and local plans for renewable energy and energy efficiency. Detailed above via the SCE Power Content Label, approximately 32 percent of SCE's energy supply currently comes from renewable sources. SCE also offers options for increased



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renewable energy mixtures. SCE is on track to meet the California Renewables Portfolio Standard (RPS) of 33 percent by 2020 mandate, and the proposed Project would not interfere with SCE's RPS goals.

As part of the State's Energy Plan and in compliance with California Code of Regulations Title 24 energy efficiency standards, the Applicant will be required to comply with the California Green Building Standards Code (CALGreen) nonresidential requirements for energy efficient buildings and appliances, where applicable. Construction and operation of the proposed Project would not obstruct or prevent the implementation of current or future state or local plans for renewable energy or energy efficiency. Compliance with existing regulations (including CALGreen) and purchasing of energy from SCE will further the state's plans for renewable energy and energy efficiency.

Neither the City of Industry nor the City of La Puente have an adopted plan for renewable energy or energy efficiency. The City of Industry General Plan does not contain any energy conservation or renewable energy goals. The City of La Puente General Plan requires energy conservation via compliance with the Title 24 energy efficiency standards discussed above.

The proposed Project would be constructed and operated in compliance with all state and local plans for renewable energy and energy efficiency and would include the Title 24 energy efficiency standards for nonresidential uses. The Project would utilize a mixture of renewable energy as available from the local provider and would not conflict or obstruct any state or local plans for renewable energy or energy efficiency.



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3.7 GEOLOGY AND SOILS

3.7.1 Setting

The Puente Valley is a tributary basin to the Main San Gabriel Basin bounded by the San Gabriel Mountains to the north, the Raymond Basin to the northwest, and a system of low hills to the south, southwest, and southeast divided by the Whittier Narrows. Within the Puente Valley, San Jose Creek subsurface sediments are dominated by alluvial sedimentary deposits derived from consolidated marine sedimentary rocks of the Puente and San Jose Hills. These deposits range in thickness from less than 25 feet in the eastern portion of Puente Valley to approximately 1,300 feet in the northwest and predominately contain fine-grained lenses inter-fingered with coarser-grained lenses. The underlying bedrock of Puente Valley is primarily of relatively impermeable consolidated marine sedimentary rocks.

The San Gabriel basin is bounded by the Sierra Madre-Duarte faults and the Raymond fault on the north, the East Montebello fault on the west, and the Puente Hills and San Jose Hills faults on the south and east (Yeats 2001). The margins of the San Gabriel Valley basin have been the site of five earthquakes between 1987 and 1991; the 1987 Whittier Narrow earthquake, the 1988 Pasadena earthquake along the Raymond fault, the 1991 Sierra Madre earthquake, and the 1988 and 1990 Upland earthquakes along a buried fault northeast of the San Jose Hills. However, the exact geometry and location of the fault systems are unclear as the basin is underlain by several subsurface faults (Caltrans 2009).

The proposed Project engineering designs will be developed to meet current California Building Standards Code, California Uniform Building Code and the California Government Code (Section 8875-8875.10) which includes multiple earthquake and ground shaking safety standards for both new and retrofit construction.

3.7.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>



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Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

Less than Significant Impact.

The proposed Project is not located within the boundaries of a state-designated Alquist-Priolo Earthquake Fault Zone zone as designated by the California Department of Conservation Geological Survey (CGS, 2017). However, the area overlies the Little Puente Hill Fault and the Walnut Creek Fault. These faults, however, are not known to be active. As such, the proposed Project would not expose people or



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structures to potential substantial adverse effects, including the risk of loss, injury or death involving the rupture of a known earthquake fault. Therefore, the potential impact would be less than significant.

- ii) Strong seismic ground shaking?

Less than Significant Impact.

Seismic activity on area faults may result in ground shaking at the proposed Project site. Southern California is a seismically active area and the proposed Project site would not have a greater potential for seismic activity than other nearby locations. Additionally, proposed structures and associated elements will be designed and constructed to meet applicable state and local building code standards. Therefore, the proposed Project would have a less than significant impact in exposing people or structures to potential adverse effects from strong seismic ground shaking.

- iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact.

Seismic-related ground failure, including liquefaction, occurs when saturated, granular deposits of low relative density are subject to extreme shaking and, as a result, lose strength or stiffness due to increased pore water pressure. The consequences of liquefaction may include settlement or uplift of structures, and an increase in lateral pressure on buried structures. The majority of the proposed Project is within a liquefaction seismic hazard zone as designated by the California Department of Conservation Geological Survey (CGS, 2017). As defined in California Public Resources Code Section 2693(c) the proposed Project is in an area where historic occurrences of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements under certain high groundwater table conditions.

The proposed Project design will be conducted in accordance with applicable local and state building codes and will include mitigations for this potential liquefaction in the form of appropriate foundation design consistent with the design seismic event. Therefore, the potential impact from ground failure including liquefaction would be reduced to less than significant by employing these standards.

- iv) Landslides?

No Impact.

The proposed Project is located within an area of relatively flat terrain not adjacent to a designated hillside area. Therefore, the proposed Project is not located in an area susceptible to landslides and no impact would occur.

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

Less than Significant Impact.



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The construction and operation of the proposed Project would occur along existing paved streets and previously disturbed areas. The proposed treatment plant would be built on a vacant lot that is relatively flat and will be designed to meet the City of Industry's stormwater management standards. During construction activities, erosion impacts could occur as a result of grading, excavation or building construction. Procurement of a Construction General Permit and development of an associated Stormwater Pollution Prevention Plan (SWPPP) would occur prior to construction to reduce the potential for soil erosion impacts during construction.

Therefore, potential impacts that would result from substantial soil erosion would be reduced to less than significant employing existing standards. No new mitigation would be required.

- 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.

As discussed above, the proposed Project is characterized by relatively flat topography with no landslide hazards. While the proposed Project site may experience liquefaction in the design event, this hazard will be addressed in the design as described in detail above. Additionally, remedial grading will be required at the site to prepare the subgrade soils to accommodate foundations for the proposed structures. Therefore, the application of state and local building codes will reduce the potential impact of construction and operation of the proposed Project relative to these concerns to less than significant.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building code (1997), creating direct or indirect risks to life or property?*

Less than Significant Impact.

The term expansive soils refers to soils which exhibit volumetric expansion when water content is increased and volumetric contraction when water content is decreased, potentially causing damage to foundations. During the site-specific investigations (Geosyntec, 2017a) laboratory testing indicated that near surface soils have a medium expansion potential. Expansive soils could result in a vertical movement of lightly loaded foundations or pavements. For lightly loaded foundations, the foundation design will consider the potential for soil expansion as required by state and local building codes. Therefore, the proposed Project would have a less than significant impact relative to creating substantial risks to life or property as a result of expansive soils.

- 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 proposed Project area does not contain soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. The proposed Project does not include the use of



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septic tanks. Construction and operation of the proposed Project would not affect any existing, or hinder further use of, septic tanks or alternative wastewater disposal systems, or the soils that would adequately support those systems. Therefore, no impacts related to soil compatibility with septic or other alternative wastewater systems would occur.

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

No Impact.

The underlying geologic formations generally consist of Younger (Holocene) undivided alluvial fan and valley deposits overlaying Lower Fernando Formation (Pliocene) found at depths of 100 to 200 feet. The surficial sediments underlying the proposed Project area are not anticipated to have high paleontological sensitivity or contain scientifically significant paleontological resources. There are no known unique geologic features within the proposed Project area and none are anticipated to be present; therefore, there would be no impacts to unique paleontological resource or site or unique geologic feature.



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3.8 GREENHOUSE GAS EMISSIONS

3.8.1 Setting

Greenhouse Gases (GHGs) are defined as any gas that absorbs infrared radiation in the atmosphere. Common GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), ozone (O₃), and aerosols. GHGs are emitted by both natural processes and human activities, and lead to the trapping and buildup of heat in the atmosphere near the earth's surface, commonly known as the "Greenhouse Effect." There is increasing evidence that GHGs and the Greenhouse Effect are leading to global warming and climate change (USEPA, 2015).

Climate change refers to any significant change in measures of climate (e.g., temperature or precipitation) lasting for an extended period of time (decades or longer). Climate change may result from natural processes, such as changes in the sun's intensity; natural processes within the climate system (such as changes in ocean circulation); human activities that change the atmosphere's composition (such as burning fossil fuels) and the land surface (such as urbanization). "The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems." (California Health & Safety Code, Division 25.5, Part 1).

In September 2006, the Global Warming Solutions Act of 2006 (AB 32) was signed into law by former Governor Arnold Schwarzenegger. AB 32 and subsequent Statutes establish a statewide GHG emission reduction target of require that statewide GHG emissions be reduced to 1990 levels by the year 2020 and 40 percent below 1990 levels by 2030. The law requires this reduction to be accomplished through a variety of measures, including an enforceable statewide cap on greenhouse gas emissions that has been phased-in since 2013. AB 32 directs California Air Resources Board (CARB) to develop and implement regulations to reduce statewide greenhouse gas emissions from stationary sources.

CARB adopted the AB 32 Scoping Plan on December 12, 2008. The Scoping Plan provides the outline for future actions to reduce California's GHG emissions and establishes a schedule for CARB and other state agencies to adopt implementing regulations and other initiatives to reduce GHG emissions.

One of the most significant measures called for in the Scoping Plan is the statewide cap on emissions from the largest sources of GHG emissions. The cap-and-trade regulation was approved by CARB on December 16, 2010, following public review and comment. This regulation calls for a phased program starting in 2012, which includes electricity producers, electricity imports, and large industrial facilities (those with greater than 25,000 metric tons carbon dioxide per year). Starting in 2015, distributors of transportation fuels, natural gas, and other fuels will be included in the cap-and-trade program. The plan is expected to be updated in 2016.



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Facilities covered in the cap-and-trade program are not given a specific limit on their GHG emissions but must supply a sufficient number of allowances (each covering the equivalent of one metric of carbon dioxide equivalent [CO₂e]) to cover their annual emissions. Each year, the total number of allowances issued in the state drops, requiring covered facilities to find the most cost-effective and efficient approaches to reducing their emissions. Facilities without sufficient allowances to cover their annual emissions must acquire additional allowances or offsets. By the end of the program in 2020, there will be a reduction in GHG emissions sufficient to reach the same level of emissions as the state experienced in 1990, as required under AB 32. Originally slated to expire in 2020, Governor Jerry Brown signed legislation on July 25, 2017 to extend the cap and trade regulation until 2030.

City of Industry has not adopted a GHG reduction plan or climate action plan.

3.8.2 Impact Analysis

The SCAQMD applies a significance threshold of 10,000 metric tons of CO₂e emissions per year for industrial land uses to characterize greenhouse gas/climate change impacts. To determine a project's total emissions per year, the proposed Project's construction emissions are divided by its anticipated lifetime and added to the project's annual operating emissions per SCAQMD guidance for industrial projects (SCAQMD, 2015).

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
GREENHOUSE GASES: 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"/>

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

Less than Significant Impact.

Construction activities associated with the proposed Project would require the operation of on-road vehicles and conventional off-road construction equipment that would emit GHG emissions from engine exhaust. In the operation phase, GHG emissions would primarily result from site worker operation of on-road vehicles and from indirect electrical consumption to operate the water treatment plant. GHG emissions for the proposed Project have been estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (CalEEMod, 2016). Detailed GHG emissions estimates for the proposed



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Project are included in Appendix A (Project Emissions Estimates). Table 6, below, presents a summary of the estimated total GHG emissions as a result of implementing the proposed Project.

Table 6 Total Estimated Project GHG Emissions

Project Phase	Total Metric Tons			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions ¹	385.17	0.07	0.00	386.95
Operation Emissions	157.06	1.78	0.02	206.22
Total Project Emissions	542.23	1.85	0.02	593.17
Draft SCAQMD Threshold				10,000
Project Emissions Exceed SCAQMD Threshold?				No
Notes:				
1. Total construction emissions were added to operation phase emissions without amortizing them over 30 years pursuant to SCAQMD guidelines to provide a conservative analysis.				

As shown above in Table 6, the proposed Project's estimated 593.17 metric tons of CO₂e emissions is well below the 10,000 metric tons CO₂e significance threshold. As such, the proposed Project would not generate greenhouse gas emissions, (total direct and indirect GHG emissions), that would have a substantial adverse effect on the environment and potential impacts would be less than significant.

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

Less than Significant Impact.

Large industrial facilities (those with emissions greater than 25,000 metric tons CO₂ per year) are subject to compliance with AB 32's cap-and-trade program. Because the proposed Project would emit less than 25,000 metric tons CO₂ per year, it is not subject to compliance with AB 32's cap-and-trade program. In addition, City of Industry has not adopted a Climate Action Plan. The proposed Project would not conflict with measures identified by the California Air Pollution Control Officer's Association to reduce GHG emissions nor would it conflict with policies in the City of Industry's 2014 General Plan (City of Industry, 2014c) for the purposes of reducing GHG emissions. Therefore, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and potential impacts would be less than significant.



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3.9 HAZARDS AND HAZARDOUS MATERIALS

3.9.1 Setting

There are various federal, state and local programs that regulate the use, storage, transportation, and disposal of hazardous materials and hazardous wastes. These programs can reduce the risk that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal and State

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, transportation and disposal of hazardous waste. Hazardous waste management includes the treatment, storage, and disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

RCRA gave the USEPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to ultimate disposal. The 1986 amendments to RCRA enabled USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, was enacted to protect water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, USEPA was given power to seek out those parties responsible for any release and to compel appropriate cleanup activities. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites.

Superfund Amendments and Reauthorization Act

CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986. Title 5 of this regulation requires that each community establish a local emergency planning committee to develop an emergency plan to prepare for and respond to a chemical emergency. The emergency plan is



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reviewed by the State Emergency Response Commission and publicized throughout the community. The Certified Unified Program Agency (CUPA) is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with city departments as well as local and state agencies. The CUPA with responsibility for the project site is the Los Angeles County Fire Department (LACFD). The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report offsite transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory, and was expanded by the Pollution Prevention Act of 1990.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 was enacted by Congress to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. Under TSCA, USEPA screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the Toxic Release Inventory under EPCRA.

Occupational Safety and Health Administration Regulation 29 CFR Standard 1926.62

The Occupational Safety and Health Administration (OSHA) Regulation 29 Code of Federal Regulations (CFR) Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. It includes requirements for the safe removal and disposal of lead and the safe demolition of buildings containing lead-based paint or other lead materials.



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Responsible agencies that regulate hazardous materials and waste include:

United States Environmental Protection Agency

USEPA is the primary federal agency that regulates hazardous materials and waste. In general, USEPA works to develop and enforce regulations that implement environmental laws enacted by congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

California Environmental Protection Agency

Cal/EPA was created in 1991 by Governor's Executive Order. The six boards, departments, and offices were placed under the Cal/USEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Cal/EPA oversees hazardous materials and hazardous waste compliance throughout California.

California Department of Toxic Substances Control

California Department of Toxic Substances Control is a department of Cal/EPA, which carries out the RCRA and CERCLA programs in California to protect people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Local

City of Industry

As a major industrial center, the City of Industry contains business that store and use hazardous materials. Additionally, the City functions as a transportation corridor with major rail lines and numerous freeways carrying high volumes of truck and train traffic, which can pose real threats in the event of a spill or unauthorized release.

The Health Hazardous Materials Division of the LACFD oversees, plans, and responds to issues related to hazardous materials and waste for the City.



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The storage and use of hazardous materials for the proposed Project are governed by federal, state, and local laws. Applicable laws and regulations address the use and storage of hazardous materials to protect the environment from contamination as well as to protect workers and the surrounding community from exposure to hazardous materials.

3.9.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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.



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Construction of the proposed Project would involve the use of hazardous materials typical of construction projects such as fuel and lubricants. Operation of the proposed Project would involve extraction and conveyance of non-hazardous classified contaminated groundwater, with the water being treated in the water treatment plant. The water treatment system would utilize sulfuric acid, hydrogen peroxide, sodium bisulfite, sodium hydroxide, sodium hypochlorite, anti-scalant, acid and caustic cleaners. Associated brine waste would not be considered a hazardous material.

Transport, use, or disposal of these hazardous substances during construction and operation would occur in accordance with applicable regulations designed to protect the public and environment, therefore, no significant impacts to the public or environment through the routine transport, use or disposal of hazardous waste and/or materials is anticipated. There would be a less than significant impact complying with existing standards and regulations. No new mitigation would be required.

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

Less than Significant Impact.

Construction of the water conveyance pipelines connecting the existing extraction wells will occur within public road right-of-ways which may also contain other utility pipelines. Disturbing existing utility lines, such as natural gas or crude oil during pipeline installation has the potential to result in a release of hazardous materials that could create a hazard to the public or environment. To minimize potential damage to any existing utilities, the contractor would not be allowed to excavate until all utility owners are notified, all substructures are clearly identified, and all permits have been secured (USA Dig Alert, encroachment permits, building permits, etc.).

As described in the response to impact a) above, operation of the water treatment plant would involve the use of some chemicals. A release of any of these materials could create a hazard to the public or the environment. In addition to transporting, storing, and handling these materials in accordance with applicable safety regulations, LPVCWD would be required to prepare a Hazardous Materials Business Plan. LACFD also conducts Uniform Fire Code inspections and assists in reducing risks associated with the use of hazardous materials in the community.

LACFD also has a dedicated hazardous materials response team. The hazardous materials control and safety programs and available emergency response resources of LACFD, along with LACFD periodic inspections to ensure regulatory compliance, would reduce any potential risk associated with a release within the city (City of Industry General Plan 2014c).

The nearest residences to the water treatment plant site are located more than 700 feet northeast. Although the proposed Project does include the use of some hazardous materials, compliance with existing rules and regulations and distance to sensitive receptors would reduce the potential to 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. Potential impacts would be less than significant. No new mitigation would be required.



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

No Impact.

No portion of the proposed Project is located within a quarter-mile of a school. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

- 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?*

No Impact.

While the groundwater aquifer below the Project site is listed on the hazardous materials sites compiled pursuant to Government Code Section 65962.5, the land on which the Project will be built and operated is not identified on that list. Therefore, no impact would occur.

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

No Impact.

The proposed Project is not 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 and would not result in a safety hazard for people residing or working in the Project area; therefore, construction and operation of the proposed Project will have no impact.

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

Less than Significant Impact.

The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As discussed previously, LACFD has a dedicated hazardous materials response team. The hazardous materials control and safety programs and available emergency response resources of LACFD, along with LACFD periodic inspections to ensure regulatory compliance, would reduce any potential risk associated with commercial and industrial businesses within the city. The proposed Project is located within the employment/ industrial business sector of the city and therefore would be consistent with this program. Pipeline installation would occur in compliance with an encroachment permit and related conditions to ensure emergency access along roadways is maintained during construction. Potential impacts would be less than significant.



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

No Impact.

The proposed Project site is not located in an area classified as a “Wildland Area That May Contain Substantial Forest Fire Risks and Hazards” or a “Very High Fire Hazard Severity Zone” by the California Department of Forestry and Fire Protection (CAL FIRE 2011). Therefore, construction and operation of the proposed Project will have no impact to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands.



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3.10 HYDROLOGY AND WATER QUALITY

3.10.1 Setting

Water supply to the City of Industry is provided by six separate water agencies: LPVCWD, Rowland Water District, San Gabriel Valley Water Company, Suburban Water Systems, Walnut Valley Water District, and City of Industry Waterworks System. The City of Industry also uses reclaimed water from the San Jose Creek Water Reclamation Plant, which is located on the western boundary of the City. Water supply to the City of La Puente is provided by three separate water agencies: Suburban Water Systems, La Puente Valley County Water District, and the San Gabriel Valley Water Company.

The City of Industry and the City of La Puente both lie within the San Gabriel River Watershed, which drains to the Pacific Ocean through the San Gabriel River, including numerous storm drainage structures and the Walnut and San Jose Creeks in or near both La Puente and Industry. The watershed in Los Angeles County is under the authority of the Los Angeles RWQCB. The County of Los Angeles Department of Public Works leads the planning and implementation of the San Gabriel River Watershed Plan.

The NPDES regulations require permits for certain municipal storm sewer system (MS4 Permit) discharges and industrial (including construction) stormwater discharges to surface water. NPDES stormwater permits are required for most municipalities, certain industrial facilities, and construction activities that result in a land disturbance of one acre or more. In California, the State Water Resources Control Board (SWRCB) and local RWQCBs have assumed the responsibility of implementing the NPDES permit program.

As noted above, USEPA has incorporated the substantive NPDES requirements into ARARs for surface water discharge. These ARARs are published in the ESD (ESD, 2005). The ESD notes that, consistent with CERCLA, an on-site discharge to surface waters must meet the substantive NPDES requirements but need not obtain an NPDES permit nor comply with the administrative requirements of the permitting process. The IROD clarifies that discharge to surface water is considered an on-site activity under the IROD. Though a NPDES permit is not required under the IROD, the Project may apply for a NPDES permit to coordinate the discharge with the RWQCB and to demonstrate compliance with NPDES requirements.

The Sanitation Districts' Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit.



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3.10.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<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 substantial 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:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant Impact.

The proposed Project would result in a disturbance greater than one acre therefore, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared to address any potential discharge requirements



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during construction. The water generated during the operation of the proposed Project would be treated and discharged to surface water (San Jose Creek) via the storm drain.

Generally, discharges to surface waters are regulated by the RWQCB through the issuance of NPDES permits. As part of the proposed Project, the USEPA has incorporated the substantive NPDES requirements into ARARs for surface water discharge. These ARARs are published in the ESD (ESD, 2005). The ESD notes that, consistent with CERCLA, an on-site discharge to surface water must meet the substantive NPDES requirements, but the Project would not need to secure an NPDES permit nor comply with the administrative requirements of the permitting process. The IROD clarifies that discharge to surface water is considered an on-site activity under the IROD.

Though a NPDES permit is not required under the IROD, Northrop Grumman may apply for a NPDES permit to coordinate the discharge with the RWQCB and to demonstrate compliance with NPDES requirements. The NPDES permit requirements include a monitoring and reporting program and Waste Discharge Requirements that specify effluent limitations for flow and water quality. Water quality effluent limitations take the form of both concentration and load-based thresholds and are generally based on Water Quality Control Plan –Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) Objectives. They are occasionally adjusted to allow for dilution credits, site-specific objectives, and/or Total Maximum Daily Load (TMDL) waste-load allocations.

The treated water discharged to San Jose Creek would meet all applicable water quality rules, regulations and standards by complying with the existing laws, regulations, and permit requirements outlined in Section 1.6 (Permits, Approvals, and Agreements). The proposed Project would not violate any water quality standards or waste discharge requirements and would have a less than significant impact.

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

Less than Significant Impact.

The intent of the proposed Project includes removal, treatment, and protection of groundwater supplies in the San Gabriel Valley through remediation of existing groundwater contamination and limiting vertical and lateral migration of contaminated groundwater within the PVOU portion of the San Gabriel Basin. The proposed Project would extract contaminated groundwater, treat the water to applicable water quality standards, and discharge the treated water to San Jose Creek. Between 50 and 220 gallons per minute of contaminated groundwater would be extracted, treated, and discharged as part of the proposed Project.

Pumping Patterns and Groundwater Levels

The proposed Project is intended to extract water within a limited area of the Basin, with extraction rates limited to what is necessary to control the vertical and lateral migration of contaminants within the SZ-South. Existing production wells in the geographic vicinity primarily draw water from the DZ, with only a small portion of their water from the IZ. Upon operation of the IZ Interim Remedy Project, the San Gabriel VWC's well drawing from the IZ will be shut down, and all of San Gabriel VWC's water production within



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the vicinity of the PVOU will be from the deeper aquifers. The deep aquifers are relatively unaffected by the production of water in the IZ and SZ; the recharge and water supply for these aquifers are influenced more by water recharge operations in the main part of the Basin.

The Watermaster manages groundwater in the Main San Gabriel Basin. The Watermaster administers and enforces the provisions of the Judgment and the responsibility for efficient management of the quantity and quality of the Basin's groundwater. Northrop Grumman will obtain a Water Production Agreement (WPA) from the Watermaster for the operation of the extraction wells, the treatment plant, and the surface water discharge to San Jose Creek.

Compliance with the Watermaster's regulations will further ensure that the Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Regional Water Supply

The supply of groundwater in the Basin is affected by two different court judgments. With respect to the Main San Gabriel Basin, the water supplies within the Main Basin are sustained as necessary with replenishment of "supplemental water." Pursuant to the terms of the Judgment, the Watermaster determines annually the "operating safe yield" of the Basin, which is the amount of water that may be pumped from the Basin each year without creating a replacement water obligation. Production in excess of this amount is replaced with water purchased from "Responsible Agencies," which supply supplemental water from either imported sources or recycled water sources. The Responsible Agencies are Upper San Gabriel Valley Municipal Water District (USGVMWD), San Gabriel Valley Municipal Water District and Three Valleys Municipal Water District.

The second Judgment concerns the San Gabriel River. The waters of the San Gabriel River are apportioned between the Main San Gabriel Basin (referred to as the Upper Basin) and the Central Basin (referred to as the Lower Basin) pursuant to the terms of the judgment in *City of Long Beach vs. San Gabriel Valley Water Company, et al.* (Los Angeles County Superior Court, 1964). Pursuant to that Judgment, the Upper Basin must provide on average a usable flow of 98,300 acre-feet per year to the Lower Basin. Usable flow is delivered as 1) supply on municipal systems in the Lower Basin from water pumped in the Upper Basin, 2) Surface flow across the Whittier Narrows that is recharged in the Central Basin, or 3) underground flow across the Whittier Narrows. If the flow from these sources is inadequate, then supplemental water either in the form of recycled water or as imported water is purchased by the Upper Basin for delivery to the Lower Basin.

Whether the production of contaminated groundwater by the SZ-South Interim Remedy Project would significantly impact the supply of groundwater in the Basin can also be determined by evaluating the end use of the treated groundwater produced by the Project. Treated water would be discharged to San Jose Creek with a vast majority of that discharged water recharging either the Main San Gabriel Basin or the lower Central Basin.

If water is recharged within the Main San Gabriel Basin, it effectively replaces the contaminated groundwater produced from the Basin by the SZ-South Interim Remedy Project. If the water recharges downstream in the lower Central Basin, it constitutes "usable flow" and satisfies a part of the adjudicated



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obligation of the Upper Area (e.g., the Main Basin) to the Lower Area. If under rare circumstances a small portion of such discharged water does not recharge into either basin, that water must be replaced by a Responsible Agency under the Main San Gabriel Judgment.

Regardless of the end use of the treated groundwater, the SZ Interim Remedy Project will produce waste concentrate (“brine”). The groundwater flow intercepted by the Project has inorganic constituents in excess of the Basin plan and the aesthetic criteria for municipal water supplies. This high TDS water would, absent the Project, flow into the larger body of water in the central part of the Main Basin and blend with the lower TDS water. However, when intercepted in this manner, the high TDS of the pumped groundwater must be reduced prior to discharge, which will result in a waste concentrate stream from the RO treatment process (i.e., brine). It is estimated that 20% of the feed water will be discharged as concentrate waste. At an influent flow rate of 85 gpm, the concentrated flow is anticipated to be approximately 15-16 gpm, per the Pre-Final Design Report (Geosyntec, 2019b). Replenishment of that amount of water is discussed below.

Significance of Potential Impact on Water Supplies

Water that is lost during surface water discharge and water that is discharged to the sewer from the RO treatment process will create a new regional demand on groundwater supply. The total increased use would be up to 70 acre-feet per year plus incidental losses during surface discharge, if applicable. The Applicant would pay the main San Gabriel Basin Watermaster Replacement Water Assessments as detailed in the Pre-Final Design Report. Each of the Agencies prepares an Urban Water Management Plan detailing its ability to meet existing obligations and future water demands. Those plans demonstrate that each of the agencies have adequate water supplies to meet future water demands, such as the future water demand of the Project. Further, the Judgment and the Watermaster Rules provide a legal framework aimed at assuring an adequate supply of water in the Basin. Based on compliance with that framework and the above technical analysis, the SZ-South Interim Remedy Project would not significantly impact the supply of water in the Basin.

In addition, the proposed Project would benefit the current groundwater supplies and recharge efforts by treating the contaminated groundwater and limiting migration of groundwater contamination in the PVOU. Potential impacts to groundwater supply or recharge would be less than significant.

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?

No Impact.

Pipelines would be constructed along public streets and rights-of-way and the treatment facility within a zoned industrial parcel and would not permanently alter the drainage pattern of the area. The pipelines would be buried during construction and remain buried underground during operations. Construction of the proposed Project would not alter the course of a stream or river; additionally, an erosion control plan



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would be developed and implemented for all the Project components, to minimize the potential for erosion or siltation on- or off-site. None of the proposed construction methods are anticipated to substantially increase the rate or amount of surface runoff or result in flooding on- or off-site. Operation of the proposed Project would not affect the course of a stream or river. The proposed Project site is currently covered in impervious surfaces, and the proposed Project would not increase the amount of impervious surfaces above existing conditions. Therefore, no impact is anticipated.

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

No Impact.

See impact discussion for i) above.

- 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

Less than Significant Impact.

Operation of the proposed Project includes the treatment of groundwater to applicable water quality standards prior to discharge to San Jose Creek. Additional sources of polluted runoff are not anticipated to occur. The proposed additions to the existing treatment facility would be built on a mostly paved lot currently utilized for water treatment. During construction activities, erosion impacts could occur as a result of minor grading, excavation, or building construction. Procurement of a Construction General Permit and development of an associated Stormwater Pollution Prevention Plan (SWPPP) would occur prior to construction to reduce the potential for soil erosion impacts or loss of topsoil and to develop preferential pathways for stormwater during construction.

Therefore, potential impacts to stormwater systems from increased runoff volumes or polluted runoff due to construction and operation of the proposed Project would be less than significant.

- iv) Impede or redirect flood flows?

No Impact.

As noted above, the proposed Project components are located outside of the 100-year and 500-year floodplains. Proposed Project components are also located outside of dam inundation areas. The proposed wells and portions of the water conveyance pipeline near the northwestern project extents are located near, but outside the Puddingstone Dam Inundation Area. Project facilities would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur.

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

No Impact.



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The proposed Project area is not subject to flood hazard, seiche, or tsunami-related inundation, as it is not located within the range of a seiche hazard zone or tsunami hazard zone. As the proposed Project is not at risk of these events, the risk release of pollutants due to these events is not anticipated. Therefore, there would be no impact from construction and operation of the proposed Project.

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

No Impact.

As discussed above, the proposed Project is being constructed to protect existing groundwater supplies in the San Gabriel Valley through remediation of existing groundwater contamination and limiting the vertical and lateral migration to contaminated groundwater within the PVOU portion of the San Gabriel Basin. Construction, operation and maintenance of the proposed Project would not conflict or obstruct the implementation of water quality control plans or sustainable groundwater management plans, as the Project is being constructed to achieve compliance with such plans and other regulatory requirements. No impact would occur.



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3.11 LAND USE AND PLANNING

3.11.1 Setting

The Project is mainly located within area governed by the City of Industry’s General Plan, although portions of the Project lie within La Puente and unincorporated Los Angeles County (City of Industry General Plan 2014, City of La Puente 2004). With respect to the City of Industry’s planning documents, the Project is located within the “Employment” land use designation of the City’s General Plan and the City’s Industrial (I) zone. Based in the Letter dated June 23, 2015, signed by Brian James, Planning Director of the City of Industry on June 24, 2015, the proposed Project would be consistent with those land use designation and zoning in the City of Industry. The letter also indicates that the Project as proposed would not require a Conditional Use Permit.

In general, the Project is located near commercial, industrial, and institutional areas to the east, west and south, with residential areas to the north.

3.11.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

a) *Physically divide an established community?*

No Impact.

The proposed installation of conveyance pipes to connect the existing extraction wells, a conveyance pipeline to the new treatment plant, and a water treatment plant for the shallow zone would not be in residential areas, with the exception of the proposed pipeline work along Cadbrook Drive. However, construction activities will be contained within the right-of-way of the street and will not physically divide an established community. The proposed treatment plant would be located within an Industrial zone. All construction activities will be temporary in nature and will not permanently divide the community. Therefore, the proposed Project would have no impact on an established community.



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

Less than Significant Impact.

The proposed Project would be compatible with the goals and policies of the City of Industry and La Puente General Plans (City of Industry 2014c; City of La Puente 2004). Based on the letter dated June 23, 2015, signed by Brian James, Planning Director of the City of Industry, the proposed Project has been found to be consistent with the City's applicable land use designation and zoning and does not require the approval of a Conditional Use Permit.

The City of Industry General Plan is intended to continue to be a business and employment hub accommodating uses such as manufacturing, assembly, machining, distribution, warehousing, retail, and offices. Institutional uses are also encouraged as needed to further accommodate the employment uses. The City of La Puente General Plan is intended to create opportunities for new commercial business growth, preserve and enhance the quality of residential neighborhoods and infrastructure, and accommodate and attract industrial businesses.

The proposed installation of conveyance pipelines to the existing extraction wells, conveyance pipeline to the new treatment plant, and a water treatment plant for the shallow zone will not impact business growth or reduce the quality of residential areas as these are proposed for underground installation along existing roads. The proposed installations will not impact business growth as the conveyance pipelines and new treatment plant will be installed in an existing developed area that will not significantly reduce the acreage available for development. The proposed treatment plant would be located within an Industrial zone and meets the overall goals and policies for uses within industrial zones for the City of Industry General Plan. Therefore, the proposed Project will result in a less than significant impact to any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project.



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3.12 MINERAL RESOURCES

3.12.1 Setting

There are currently no ordinances or plans governing mineral use within the City of Industry or the City of La Puente.

3.12.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

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?*

No Impact.

The proposed Project is not located within the vicinity of a known Mineral Resource Zone as designated by the County of Los Angeles and no Mineral Resource Zones are identified within the City of La Puente or City of Industry General Plans (City of Industry General Plan 2014c). Neither the construction nor operation of the proposed Project would result in a loss of availability of a known mineral source. Therefore, there are no impacts to known mineral resources from construction and operation of the proposed Project.

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

No Impact.

As stated above, the proposed Project is not located in an area of known Mineral Resource Zone containing locally important mineral resources as designated by the County or Cities. Therefore, there are no impacts from the construction and operation of the proposed Project that would result in a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.



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3.13 NOISE

3.13.1 Setting

Noise is defined as unwanted sounds, and it is known to have several adverse effects on people, including hearing loss, speech and sleep interference, psychological responses, and annoyance. As a result, the federal government, the State of California, and local jurisdictions have established noise criteria to control noise and protect public health and safety.

The decibel (dB) is the preferred unit used to measure sound levels utilizing a logarithmic scale to account for large ranges in audible sound intensities. A general rule for the decibel scale is that a ten dB increase in sound is perceived as a doubling of loudness by the human ear. Environmental noise levels are typically stated in terms of decibels on the A-weighted scale (dBA). The A-weighted decibel (dBA) is a method of sound measurement which assigns weighted values to selected frequency bands in an attempt to reflect how the human ear responds to sound. The range of human hearing is from zero dBA (the threshold of hearing) to about 140 dBA which is the threshold of pain.

Existing Noise Sources

The City of Industry is devoted to industrial commercial uses, which are less sensitive to noise than other land uses. Existing sources of noise in the proposed Project area primarily originate from roadways and commercial or industrial land uses as well as the nearby rail line and helicopter pad on an intermittent basis. Traffic and truck noise are generated on regional and local roadways within the City of Industry. Stationary sources of noise include commercial and industrial equipment and activities. Industrial and warehousing operations are major noise sources in the City of Industry. In addition to onsite mechanical equipment, which generates noise, warehousing and industrial land uses generate substantial truck traffic, which results in additional noise on local roadways in the vicinity of industrial operations.

Nearby Sensitive Noise Receptors

The nearest sensitive receptors to the proposed water treatment plant site are residences located approximately 700 feet to the northeast. There are residences located north of and parallel to East Nelson Avenue adjacent to the proposed water conveyance pipelines. One of the two existing booster pump stations proposed to be upgraded with a replacement pump is located adjacent to residential land uses.

Noise Regulations

State of California Building Code. California's noise insulation standards are codified in the California Building Code and apply to new construction for the purpose of ensuring compatibility between interior and exterior noise sources.

State of California Land Use Compatibility Criteria. Provides a tool to gauge the compatibility of new land uses relative to noise levels; identifies normally acceptable, conditionally acceptable designation acceptable and clearly unacceptable noise levels for various land uses.



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City of Industry

City of Industry Municipal Code. The City of Industry regulates noise nuisances under Chapter 1.30, which addresses public nuisances; and under Chapter 17.12, which addresses noise from entertainment uses. The City does not have a Noise Ordinance prescribing maximum permissible noise levels. For CEQA analyses and corresponding mitigation recommendations, the City defers to the County of Los Angeles's Noise Ordinance.

City of Industry General Plan. The City incorporates the state mandated noise element into the Safety Element of the 2014 General Plan. The Safety Element includes the following goal and policies related to noise.

Goal

S6 An environment where noise does not adversely affect sensitive land uses.

Policies

- S6-1 Coordinate with Caltrans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures.
- 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.
- S6-3 Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.

Los Angeles County

County of Los Angeles Code

The County of Los Angeles regulates noise through the County Code, Title 12, Chapter 12.08 (Noise Control). Pursuant to the County Code, the county restricts noise levels generated at a property from exceeding certain noise levels for extended periods of time.

Exterior Noise Standards

The county applies the Noise Control Ordinance standards summarized in the table below to non-transportation fans, blowers, pumps, turbines, saws, engines, and other like machinery. These standards do not gauge the compatibility of developments in the noise environment but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. The county's noise ordinance is designed to protect people from objectionable non-



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transportation noise sources such as music, construction activity, machinery, pumps, and air conditioners. The noise standards in Table 7 below, unless otherwise indicated, apply to all property within a designated noise zone.

Table 7 County of Los Angeles Exterior Noise Standards

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA) ^{1,2}				
		L ₅₀	L ₂₅	L ₀₈	L ₀₂	L _{max}
Noise-Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10pm to 7am	45	50	55	60	65
	7am to 10pm	50	55	60	65	70
Commercial Properties	10pm to 7am	55	60	65	70	75
	7am to 10pm	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles Municipal Code, Section 12.08.390.

Notes:

1. L₅₀, L₂₅, L₀₈, L₀₂ = the A-weighted noise levels that are exceeded 50 %, 25 %, 8 %, and 2 % of the time during the measurement period. L_{max} = the A-weighted maximum noise level during the measurement period.
2. According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards in the above table, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels.
3. If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

Construction Noise

The County prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7 PM and 7 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance. Table 8 summarizes the County's maximum noise levels that may not be exceeded during construction activities.



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Table 8 County of Los Angeles Construction Noise Limits

	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment			
Daily, except Sundays and legal holidays, 7 AM to 8 PM	75 dbA	80 dbA	85 dbA
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	60 dbA	64 dbA	70 dbA
Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment			
Daily, except Sundays and legal holidays, 7 AM to 8 PM	60 dBA	65 dBA	70 dBA
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA
Source: County of Los Angeles Municipal Code, Section 12.08.440.			

3.13.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project Area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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- 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.

Noise would be generated during proposed Project construction primarily from operating conventional construction equipment associated with well drilling, pipeline installation, and water treatment plant installation. Only pipeline installation and well drilling would occur in close proximity to sensitive receptors. Construction activities would occur between the hours of 7 AM to 7 PM, unless otherwise approved through variance or as an encroachment permit condition. Pipeline installation would progress in a linear manner with construction activities taking place at one location for short time periods. However, some portions of the pipe may be installed in sections that are not consistently linear. This would allow for installation at times when construction is already taking place within the City of industry and provides an opportunity of installation.

Operation phase noise would include activities associated with the water treatment plant. The pipelines would be installed in the subsurface and will not generate any noise during operation. As noted above, the water treatment plant site is located within an industrial area removed from nearby sensitive noise receptors.

Considering the above, the proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Potential impacts would be less than significant.

- b) *Generation of excessive ground borne vibration or ground borne noise levels?*

Less than Significant Impact.

As discussed above in response to impact discussion a), only pipeline installation and well drilling would occur in close proximity to sensitive receptors. This activity does not involve sources of substantial ground borne vibration such as the use of impact devices or a substantial number of tracked off-road equipment. Project operation does not include any source of excessive ground borne vibration. Therefore, exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels would have a less than significant impact.

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

No Impact.

The proposed Project is not 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 and would not expose people residing or



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working in the Project area to excessive noise levels; therefore, no impact would occur as a result of construction or operation of the proposed Project.



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3.14 POPULATION AND HOUSING

3.14.1 Setting

According to the City of Industry Population and Housing Section of the General Plan EIR, the Southern California Association of Governments reports a population of less than 500 (219) residents in 2010 for the City (City of Industry, 2014c). The City of Industry was founded with the intent of providing an environment for industry and commerce to thrive without conflicting with sensitive land uses, such as residential. The City’s General Plan and Zoning Code do not designate any land for residential use: only 57 dwelling units and two group homes currently exist within the City, and these are considered legal nonconforming uses (City of Industry, 2014c). Demographic statistics for the City of La Puente report a population of 40,435 in 2018 (City of La Puente, 2018).

3.14.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

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 proposed Project includes the installation of conveyance pipes connecting to existing extraction wells, a conveyance pipe to the new treatment plant, and a water treatment plant for the shallow zone. The Project does not include new construction, including but not limited to, residential, commercial, or manufacturing uses, that would have the potential to induce population growth in the area. It is anticipated that the work force needed to support construction and operation of the proposed Project would primarily come from the region and not substantially increase the population of the area. Therefore, the Project would have a less than significant impact on population growth in the area.



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

No Impact.

The proposed Project does not include any components that would cause the displacement of substantial numbers of existing housing or necessitate the construction of replacement housing. Therefore, no impact to existing housing would occur as a result of the proposed Project.



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3.15 PUBLIC SERVICES

3.15.1 Setting

Growth and development can directly impact the delivery of critical city services to residents, visitors and workers. Public Services throughout the Cities of Industry and La Puente include law enforcement, fire protection, schools and medical facilities.

The County of Los Angeles Fire Department and Los Angeles County Sheriff’s Department cover both the City of Industry and La Puente for law enforcement and fire protection, respectively.

The City of Industry has one High School and one middle School within the City limits. William Workman High School, located at 16030 East Temple Avenue, and Torch Middle School, located at 751 North Vineland Avenue.

The City of Industry maintains two 18-hole golf courses. The City of La Puente maintains two parks; La Puente Park and the Puente Creek Nature Education Center.

3.15.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
PUBLIC SERVICES: 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 impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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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 impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- i) Fire protection?
- ii) Police protection?
- iii) Schools?
- iv) Parks?
- v) Other public facilities?

No Impact.

The proposed Project would not induce an increase in population or create structures that would result in an increased need for any of the public services listed above (i.e., fire protection, public, schools, parks, or other public facilities). Installation of conveyance pipes connecting to existing extraction wells, a conveyance pipe to the new treatment plant, and a water treatment plant for the shallow zone will require construction workers that may require public services while staying in the area; however, this increase would be minimal and temporary. Current emergency services would be sufficient to cover an incremental increase in demand for emergency, criminal and firefighting services associated with the proposed Project without then need to alter existing or construct new public service facilities. Since the Project would not permanently increase the population of the surrounding area there would be no impacts associated with an increased need for schools in the area. The proposed Project would not conflict with any policies and goals set for in the City of Industry and City of La Puente General Plans. As the proposed Project would not require the provision of new or physically altered governmental facilities, no impact would occur.



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3.16 RECREATION

3.16.1 Setting

As a largely developed, business-oriented City with a limited population, the City of Industry does not serve the recreational needs of a residential base. The City does not have a department devoted exclusively to recreation and does not maintain developed “parks” in a traditional sense. However, this does not mean that the City is void of recreational or green areas. The City of Industry has approximately 790 acres of land designated for recreation and open space, including two private golf courses, the Pacific Palms Resort, a former Duck Farm property, and a privately held open area for the Wildwood Mobile Home Park (City of Industry, 2014b).

The primary recreational facility in the City of La Puente is La Puente Park. The park is approximately 22 acres and is bordered by Glendora, Temple Avenue and Hacienda Boulevard. The City has approximately 0.57 acres of park space for every 1,000 residents (City of La Puente, 2004).

The proposed Project does not fall within any areas designated by a General Plan as recreational or open space.

3.16.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
RECREATION: Would the project:				
a) 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"/>

a) *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?*

No Impact.

The proposed Project does not involve any component that would increase the use of parks or recreation facilities. No Impacts associated with the increased use or substantial physical deterioration of existing neighborhoods, regional parks or other recreational facilities would occur as a result of the proposed Project.



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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?

No Impact.

The proposed Project does not include recreational facilities or require the construction or expansion of recreation facilities which might have an adverse physical effect on the environment. No impacts would occur.



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3.17 TRANSPORTATION

3.17.1 Setting

For purposes of this section, the public roadway network surrounding the proposed Project is referred to as the Project area. The Project area is served by an extensive transportation system, including major freeways, highways, airport, and rail facilities. The Project area is not located within an airport land use plan or within two miles of a private airstrip or public use airport.

The Metropolitan Transportation Authority (Metro) serves as the Congestion Management Agency (CMA) for Los Angeles County. State statute requires that a congestion management program be developed, adopted and updated biennially for every county that includes an urbanized area and shall include every city and the county government within that county. The CMA is responsible for developing, adopting, and updating the Congestion Management Program (CMP).

The CMP became effective with the passage of Proposition 111 in 1990 and it addresses the impact of local growth on the regional transportation system. The first CMP for Los Angeles County was adopted in 1992. Statutory elements of the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the Transportation Demand Management Program, the Land Use Analysis Program and local conformance for all the county's jurisdictions.

On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP.

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region. The RTP sets broad goals for the region and provides strategies to reduce issues related to congestion and mobility. The RTP program helps to implement the Circulation Element of the City of Industry's General Plan.

The Circulation Element of the City of Industry General Plan (City of Industry, 2014c) governs circulation, infrastructure, and maintenance of roadway levels of service. The standard measure used to gauge traffic congestion is Level of Service (LOS). LOS uses field data (volume-to-capacity [V/C] ratios) to report the flow and mobility of vehicles along road segments and delays at intersections. LOS is then rated from "A", indicating free-flow traffic and minimal delays, to "F", indicating traffic exceeding capacity, with stop-and-go gridlock. The City of Industry's Circulation Element Policy C1-2 is to "Maintain a peak-hour LOS D at intersections identified on the Roadway Classification Plan." State maintained roadways within the project area are within the California Department of Transportation (Caltrans) District 7 jurisdiction. The Circulation element identifies that any modifications to the State maintained roadways will require approval from Caltrans. The City of Industry does not have established truck routes within the City.



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3.17.2 Impact Analysis

The following roadways have the potential to be impacted by the proposed Project:

1. Stafford Street;
2. Hudson Avenue;
3. Nelson Avenue;
4. North Unruh Avenue; and
5. Cadbrook Drive.

The construction period of the proposed Project is short-term (approximately 12 months) which would have temporary minor alterations to the current traffic patterns. The proposed Project includes the installation of pipeline conveyance within the public road right-of-way alignment. Encroachment permits are required for access within the public road right-of-way. They will be processed through the City of Industry and the City of La Puente as appropriate.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
TRANSPORTATION: 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 checked="" type="checkbox"/>	<input 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"/>



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

Less than Significant Impact.

The construction period of the proposed Project is short-term (approximately 12 months) which would have temporary minor alterations to the current traffic patterns. The proposed Project includes the installation of pipeline conveyance within the public road right-of-way alignment. Encroachment permits are required for access within the public road right-of-way. The encroachment permits will stipulate road or lane closure requirements, work hours, and roadway accessibility. The construction work area associated with the installation of the pipelines would consist of an area approximately one to two traffic lanes in width within a short street block length. A section of the roadway would be temporarily blocked (per the Work Area Traffic Control Handbook (WATCH Manual) and the encroachment permit) as the installation of the pipeline progresses along the public road right-of-way. After the pipeline is installed and the open hole or trench is backfilled and paved, the section of roadway would reopen. The size of the work area would be limited to maintain through traffic in accordance with the stipulations dictated in the encroachment permits.

The changes to traffic patterns and service during the construction phase would be temporary and limited to the immediate area in which construction activities are occurring and are therefore not expected to significantly affect traffic flow. All physical changes to traffic patterns, (i.e., lane closures) would be coordinated with local jurisdictions and /or METRO, as appropriate, to minimize impacts to motorists, public transportation patrons, and pedestrians.

Installation of the conveyance pipelines and construction of the treatment plant, if implemented at the same time, could result in approximately 36 construction related vehicles (e.g., equipment, worker vehicles, and haul trucks) to be added to the street system throughout a day. The addition of approximately 36 vehicles throughout a day, during a worst-case construction scenario, is not anticipated to result in a substantial increase in traffic that would result in congestion with the affected street system.

Operation of the proposed Project would generate up to 16 additional daily vehicle trips (e.g., worker vehicles) to be added to the street system throughout a day.

No significant adverse environmental impacts associated with traffic load or congestion is anticipated to result from construction and operation of the Proposed Project. Therefore, impacts are considered to be less than significant.

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

Less than Significant Impact.

The CMP was created statewide as a result of Proposition 111 and has been implemented locally by the Metropolitan Transportation Authority (Metro). The latest CMP was reviewed to determine whether any of the roadways within the Project area are part of the facilities designated within the CMP highways and roadway system. None of the roadways within the vicinity of the proposed Project were found to be



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included with the CMP system. During construction, haul routes would include surrounding highways, all of which are within the CMP. However, construction activities would not add enough peak-hour trips to the existing CMP system to trigger further analysis as set forth by the CMP. Therefore, potential impacts would be less than significant.

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

Construction of the proposed Project would temporarily alter existing street/traffic patterns within sections of roadway within the Project area. These temporary changes to traffic patterns and service during the construction phase would be temporary and limited to the immediate area in which construction activities are occurring. All physical changes to traffic patterns (i.e., lane closures) would be coordinated with local jurisdictions and/or Metro, as appropriate, to minimize impacts to motorists, public transportation patrons, and pedestrians. No design features (e.g. sharp curves or dangerous intersections) or incompatible uses are proposed as part of the operation of the proposed Project. The proposed project includes the use of heavy duty trucks during construction and periodically during operation (primarily for equipment/materials deliveries and periodic waste disposal activities). The City of Industry does not have any roadway restrictions for trucks operating in the City.

No significant adverse environmental impacts associated with an increase of hazards due to a design feature are anticipated to result from construction and operation of the proposed Project. Therefore, there would be no impact.

d) *Result in inadequate emergency access?*

Less than Significant Impact.

The proposed Project does not include any component that would result in inadequate emergency access to the site or surrounding areas. All physical changes to traffic patterns, (i.e., lane closures) would be coordinated with local jurisdictions and/or Metro, as appropriate, to minimize impacts to motorists, public transportation patrons, and pedestrians. In addition, construction activities performed within public streets would be coordinated with local police and fire protection services and carried out in accordance with all applicable local emergency access standards, such that any temporary lane closures would not significantly impact emergency services.

No significant adverse environmental impacts associated with inadequate emergency access are anticipated to result from construction and operation of the proposed Project. Therefore, impacts would be less than significant.



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3.18 UTILITIES AND SERVICE SYSTEMS

3.18.1 Setting

The proposed Project, located within the Cities of Industry and La Puente, is based on an Interim Record of Decision by the USEPA to contain and treat chemicals of potential concern (COPCs) within the groundwater of the Puente Basin. Therefore, the entire proposed Project is based on extraction, treatment, and surface water discharge within the requirements of the USEPA, other regulatory agencies, and regional ordinances and general plans.

3.18.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant with Mitigation Incorporated.



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Detailed above in Section 1.4 (Project Objectives), one of the purposes of the proposed Project is the construction and expansion of new water treatment and drainage facilities. The potential environmental impacts associated with these project components have been analyzed through Section 3.0 (Discussion of Environmental Setting, Impacts, and Mitigation Measures). Where a potentially significant environmental effect could occur, mitigation measures have been incorporated to reduce these effects to a less-than-significant level. The proposed Project would implement the following Mitigation Measures BIO-1.

The proposed Project would result in the discharge of concentrate into an existing LACSD facility for treatment, and the volume which would be generated by the operation of the proposed Project would be accommodated within existing treatment capacity. As the project would result in the construction of new and expanded water treatment facilities and would implement mitigation measures to address otherwise potentially significant impacts, implementation of these mitigation measures would serve to reduce these impacts to a less than significant level. No additional mitigation measures, other than those outlined above, are needed to further reduce these potential impacts.

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

No Impact.

As discussed above in Section 3.10 (Hydrology and Water Quality), the proposed Project would not result in a significant impact on water supplies and would have sufficient water supplies available to serve the project via the Project's purchase agreements with the Watermaster. As such, no impact would occur.

- 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?*

No Impact.

As detailed above in Section 2.0 (Project Description), the proposed Project would generate concentrate waste as part of the water treatment process. As part of the permits required for the proposed Project, the Applicant would ensure that the treatment volumes which are conveyed to an existing LACSD for treatment would be accommodated by existing systems.

- 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?*

No Impact.

Construction and operation of the proposed Project would result in the installation of pipelines, and the decontamination of regional groundwater. None of the activities proposed would generate quantities of solid waste in excess of state or local standards, and the incidental waste generated during construction



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and operation (such as spent treatment media or packaging) would be easily accommodated by local infrastructure. No impact would occur.

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

No Impact.

As discussed above in d), construction and operation of the proposed Project would not result in the generation of large amounts of solid wastes. The incidental waste generated during construction and operation (such as spent treatment media or packaging) would be handled in accordance with all applicable regulatory requirements. These existing requirements would ensure compliance with federal, state and local management and reduction statutes. Therefore, no impact would occur.



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3.19 WILDFIRE

3.19.1 Setting

The proposed Project is located within the Cities of Adelanto and La Puente. The site is mapped by the California Department of Forestry and Fire Protection (CALFIRE) as a Local Responsibility Area (LRA). Neither City of Industry nor City of La Puente maintain individual fire departments. Fire protection and response within and near the proposed Project site is provided by the County of Los Angeles Fire Department. The proposed Project site is an urbanized area not classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The lands immediately adjacent to the proposed Project are also mapped as LRA and are not mapped as a VHFHSZ. The nearest mapped VHFHSZ is approximately 0.5 mile to the south of the proposed Project and is separated from the proposed Project site by State Route 60.

3.19.2 Impact Analysis

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significance 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

The proposed Project does not meet the criteria for impact analysis under the above significance criteria.

Projects are only subject to wildfire analysis when one of four conditions is fulfilled.

1. The Project is located in a State Responsibility Area.
2. The Project is located near a State Responsibility Area
3. The Project is located on lands classified as VHFHSZ.



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4. The Project is located near lands classified as VHFHSZ.

The proposed Project does not fulfil any of these four conditions. The proposed Project is located wholly within the borders of the Cities of Industry and La Puente, in an area mapped as an LRA by CALFIRE. The lands surrounding the Project are also mapped as LRA. Additionally, the proposed Project is not located in lands mapped as VHFHSZ. The nearest mapped VHFHSZ is approximately 0.5 mile to the southwest of the proposed Project and separated from the proposed Project by numerous barriers including San Jose Creek and California State Route 60. As such, the proposed Project is not subject to wildfire analysis and no impact would occur.

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

No Impact.

See Discussion of Impacts (above); no impact.

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

No Impact.

See Discussion of Impacts (above); no impact.

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

No Impact.

See Discussion of Impacts (above); no impact.

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

No Impact.

See Discussion of Impacts (above); no impact.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

DISCUSSION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.20 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?*

The proposed Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

There are no past projects, the effects of current projects or the effects of probable future projects that when considered with this Project would be cumulatively considerable.

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

The Project does not have any environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

ENVIRONMENTAL DETERMINATION

4.0 ENVIRONMENTAL DETERMINATION

ENVIRONMENTAL DETERMINATION	
<p>On the basis of this initial evaluation:</p> <p>I find that the proposed Puente Valley Operable Unit, Shallow Zone South Interim Remedy Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</p>	<input type="checkbox"/>
<p>I find that although the proposed Puente Valley Operable Unit, Shallow Zone South Interim Remedy Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared. Attached Mitigation Measures and Monitoring Program.</p>	<input checked="" type="checkbox"/>
<p>I find that the proposed Puente Valley Operable Unit, Shallow Zone South Interim Remedy Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.</p>	<input type="checkbox"/>
<p>I find that the proposed Puente Valley Operable Unit, Shallow Zone South Interim Remedy Project MAY have a significant effect 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.</p>	<input type="checkbox"/>
<p>I find that although the proposed Puente Valley Operable Unit, Shallow Zone South Interim Remedy Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, nothing further is required.</p>	<input type="checkbox"/>
<p>_____</p> <p>_____</p> <p>Signature: _____ Date: _____</p>	



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

LIST OF PREPARERS

5.0 LIST OF PREPARERS

Lead Agency	La Puente Valley County Water District	
Project Manager	StephAnnie Roberts	Stantec Consulting Services Inc.
Graphics Design	Daniel Law	Stantec Consulting Services Inc.
Project Description	StephAnnie Roberts Julie Chambon	Stantec Consulting Services Inc. Geosyntec
Aesthetics	Lindsay McDonough	Stantec Consulting Services Inc.
Agriculture and Forestry Resources	Lindsay McDonough	Stantec Consulting Services Inc.
Air Quality	Michael Weber/ Nasrin Behmanesh	Stantec Consulting Services Inc.
Biological Resources	Priya Pratap/ Jared Varonin	Stantec Consulting Services Inc.
Cultural Resources	StephAnnie Roberts	Stantec Consulting Services Inc.
Energy	Patrick Meddaugh	
Geology and Soils	Lindsay McDonough	Stantec Consulting Services Inc.
Greenhouse Gas Emissions	Michael Weber/ Nasrin Behmanesh	Stantec Consulting Services Inc.
Hazards and Hazardous Materials	Lindsay McDonough	Stantec Consulting Services Inc.
Hydrology and Water Quality	Michael Weber/ Nasrin Behmanesh	Stantec Consulting Services Inc.
Land Use and Planning	David Christie/ Lindsay McDonough	Stantec Consulting Services Inc.
Mineral Resources	StephAnnie Roberts	Stantec Consulting Services Inc.
Noise	Michael Weber/ Nasrin Behmanesh	Stantec Consulting Services Inc.
Population and Housing	Colleen Hulbert	Stantec Consulting Services Inc.
Public Services	Colleen Hulbert	Stantec Consulting Services Inc.
Recreation	StephAnnie Roberts	Stantec Consulting Services Inc.
Transportation and Traffic	Michael Weber/ Nasrin Behmanesh	Stantec Consulting Services Inc.
Tribal Cultural Resources	StephAnnie Roberts	Stantec Consulting Services Inc.
Utilities and Service System	Patrick Meddaugh	Stantec Consulting Services Inc.
Wildfire	Patrick Meddaugh	Stantec Consulting Services Inc.
Mandatory Findings of Significance	StephAnnie Roberts	Stantec Consulting Services Inc.



NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

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6.0 REFERENCES

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NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

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NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

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NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM REMEDY PROJECT

RESPONSE TO COMMENTS

7.0 RESPONSE TO COMMENTS

7.1 SUMMARY WRITTEN COMMENTS RECEIVED DURING THE PUBLIC REVIEW PROCESS FOR THE DRAFT IS/MND

Written comment on the Draft IS/MND received during the public review period are included in this section. Comments were received on the proposed Draft IS/MND and they were reviewed to determine whether there is substantial disagreement about the potential significance of impacts. Any issues raised concerning potentially significant impacts were reviewed, addressed, and clarified.

Written comments received from State Agencies: 1

Table 9 Comment Letters

Name of Commenter	Date of Comment	Comment Letter No.
Erinn Wilson, Environmental Program Manager I California Department of Fish and Wildlife	12/20/2019	1





State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 82123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



December 20, 2019

Greg Galindo
La Puente Valley County Water District
112 North 1st Street
La Puente, CA 91744
ggalindo@lapuentewater.com

Subject: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH # 2019119080, Los Angeles County

Dear Mr. Galindo:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project (Project). The Project's supporting documentation includes a Draft Initial Study/Mitigated Negative Declaration (Initial Study). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by state law, of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), or state-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & Game Code, § 1900 et seq.) authorization as provided by the applicable Fish and Game Code will be required.

Project Description and Summary

Objective: The purpose of the proposed Project is the hydraulic containment of the shallow zone south of Puente Creek (SZ-South) via groundwater extraction, treatment of extracted groundwater, and planned end-use as surface water discharge to San Jose Creek. The Project consists of two existing groundwater extraction wells (EW-Cadbrook (EW-C) and EW-Nelson (EW-N)), a proposed treatment plant, numerous existing compliance monitoring wells and piezometers, and proposed conveyance piping.

Location: The Project site is located in the City of Industry and City of La Puente. Contaminated groundwater from the SZ (shallow zone) aquifer will be extracted by extraction wells and conveyed via piping system from the wells to a water treatment plant located at 111 Hudson Avenue in the City of Industry, California. Extraction wells are located on Cadbrook Drive. Piping system will be located along Cadbrook Drive, east on Nelson Avenue E, south on N Unruh Avenue, and east on Stafford Street to the treatment plant.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist the La Puente Valley County Water District (LPVCWD) in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Public Resources Code, § 21081.6 and CEQA Guidelines, § 15097).

Project Description and Related Impact Shortcoming

Comment #1: Impacts to Streams

Issue #1: The Initial Study states, "The discharge into San Jose Creek may result in some minor changes to water quantity and quality in the soft-bottom natural area of the channel." Project activities may result in the deposition or disposal of materials into San Jose Creek, thereby impacting fish and wildlife resources. The Project, therefore, may be subject to notification under Fish and Game code section 1600 *et seq.*

Issue #2: The Initial Study states, "maintenance of existing erosion control measures along the soft bottom channel" amongst other measures will make impacts to potential aquatic and wildlife species less than significant. The Project will require maintenance activities within the streambed, which may also be subject to notification under Fish and Game code section 1600 *et seq.*

Specific impacts: The Project has potential to result in the loss of San Jose Creek function and biological diversity. Especially downstream, where San Jose Creek transitions to a soft bottomed channel, the Initial Study points out potential for changes in water quality, quantity, and turbidity. These impacts may also affect habitats further downstream where the confluence of San Jose Creek and San Gabriel River is located, and where "[c]ommon wildlife such as birds that may depend upon the creek for food and shelter may be temporarily affected by these impacts." In addition, review of the Natural Communities Commonly Associated with

Groundwater (NCCAG) Dataset identifies Palustrine and scrub-shrub wetland communities (USFWS 2016) three miles directly downstream of the Project site.

Why impacts would occur: Groundwater discharge and potential dewatering would alter existing streams or their function and associated habitat. Downstream streams and associated biological resources beyond the Project development footprint may also be impacted by Project related releases of sediment and altered watershed effects resulting from Project activities.

Additionally, discharge to streams may create sediment and erosion issues downstream, as well as change the hydrograph of the stream, altering geomorphic processes and the biological species that depend on them.

Evidence impacts would be significant: The Project may substantially adversely affect the existing stream pattern of San Jose Creek through discharge activities to a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project. Sediment in streams can also make the water cloudy which decreases the ability of organisms to photosynthesize (Mallery 2010). Which may substantially adversely affect the existing wetlands downstream and associated habitats from the Project site.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: The Project may result in the alteration of streams. In addition, the Project will require maintenance activities within the streambed. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification package for a LSA may be obtained by accessing CDFW's web site at www.wildlife.ca.gov/habcon/1600.

CDFW's issuance of an LSA for a Project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the Project does not meet CDFW's standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Mitigation Measure #2: Any LSA Agreement issued for the Project by CDFW may include additional measures protective of streambeds on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

Mitigation Measure #3: CDFW recommends the Project proponent actively implement Best Management Practices (BMPs) to prevent erosion and the discharge of sediment and pollutants into San Jose Creek during Project activities. BMPs should be monitored and repaired if necessary, to ensure maximum erosion, sediment, and pollution control. The Project proponent should prohibit the use of erosion control materials potentially harmful to fish and wildlife

species, such as mono-filament netting (erosion control matting) or similar material, within stream areas. All fiber rolls, straw wattles, and/or hay bales utilized within and adjacent to the project site should be free of nonnative plant materials. Fiber rolls or erosion control mesh should be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

Mitigation Measure #4: CDFW recommends a hydrogeomorphology study be conducted to evaluate the impacts of elevated flows of water and sediment through the soft-bottom portion of San Jose Creek.

Comment #2: Impacts to nesting birds

Issue: The Initial Study states, "there is nesting bird potential in trees and shrubs adjacent to proposed construction activities... The noise and level of human activity associated with construction activities within the Project footprint have the potential to result in direct impacts or indirect disturbance to nesting birds."

Specific impacts: Construction during the breeding season of nesting birds could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment in trees directly adjacent to the Project boundary. The Project could also lead to the loss of foraging habitat for sensitive bird species.

Why impact would occur: Impacts to nesting birds could result from vegetation clearing and other ground disturbing activities. Project disturbance activities could result in mortality or injury to nestlings, as well temporary or long-term loss of suitable foraging habitats. Construction during the breeding season of nesting birds could result in the incidental loss of breeding success or otherwise lead to nest abandonment.

Evidence impact would be significant: The loss of occupied habitat or reductions in the number of rare bird species, either directly or indirectly through nest abandonment or reproductive suppression, would constitute a significant impact absent appropriate mitigation. Furthermore, nests of all native bird species are protected under state laws and regulations, including Fish and Game Code sections 3503 and 3503.5.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: To protect nesting birds that may occur on-site, CDFW recommends that the final environmental document include a measure that no construction shall occur from February 15 through August 31. If construction during this period must occur, a qualified biologist shall complete a survey for nesting bird activity within a 500-foot radius of the construction site. The nesting bird surveys shall be conducted at appropriate nesting times and concentrate on potential roosting or perch sites. If any nests of birds of prey are observed, they shall be designated an ecologically sensitive area and protected (while occupied) by a minimum 500-foot radius during Project construction.

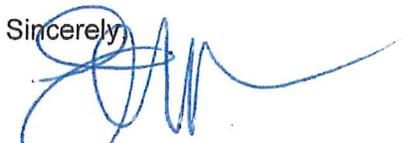
Filing Fees

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion

We appreciate the opportunity to comment on the Project to assist the LPVCWD in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the LPVCWD has to our comments and to receive notification of any forthcoming hearing date(s) for the Project. Questions regarding this letter and further coordination on these issues should be directed to Felicia Silva, Environmental Scientist, at Felicia.Silva@wildlife.ca.gov or (562) 430-0098.

Sincerely,



Erinn Wilson
Environmental Program Manager I

ec: CDFW

Victoria Tang – Los Alamitos
Felicia Silva – Los Alamitos
Andrew Valand – Los Alamitos
Kelly Schmoker – Glendora
Audrey Kelly – Los Alamitos
Dolores Duarte – San Diego

Scott Morgan (State Clearinghouse)

References:

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Stantec Consulting Services Inc.
290 Conejo Ridge Avenue
Thousand Oaks, California 91361

February 13, 2020
File: 185804160

Attention: Felicia Silva
California Department of Fish and Wildlife
3833 Ruffin Road
San Diego, CA 82123

Dear Ms. Silva,

Reference: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH #2019119080, Los Angeles County

Stantec Consulting Services Inc. (Stantec) is supporting La Puente Valley County Water District (LPVCWD) with California Environmental Quality Act (CEQA) consulting services for the above referenced project. LPVCWD appreciates California Department of Fish and Wildlife (CDFW) reviewing and providing comments to LPVCWD on the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) through a letter dated December 20, 2019. On behalf of LPVCWD, Stantec provides the below information and clarification responsive to CDFW's comments. CDFW's comments are noted in italicized text with LPVCWD's response in non-italicized text directly below each CDFW comment.

CDFW Comment #1: Impacts to Streams

CDFW Issue #1: The Initial Study states, "The discharge into San Jose Creek may result in some minor changes to water quantity and quality in the soft-bottom natural area of the channel." Project activities may result in the deposition or disposal of materials into San Jose Creek, thereby impacting fish and wildlife resources. The Project, therefore, may be subject to notification under Fish and Game code section 1600 et seq.

CDFW Issue #2. The Initial Study states, "maintenance of existing erosion control measures along the soft bottom channel" amongst other measures will make impacts to potential aquatic and wildlife species less than significant. The Project will require maintenance activities within the streambed, which may also be subject to notification under Fish and Game code section 1600 et seq.

CDFW Recommended Potentially Feasible Mitigation Measure(s):

CDFW Recommended Mitigation Measure #1

The Project may result in the alteration of streams. In addition, the Project will require maintenance activities within the streambed. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification package for an LSA may be obtained by accessing CDFW's web site at www.wildlife.ca.gov/habcon/1600.

Reference: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH #2019119080, Los Angeles County

CDFW's issuance of an LSA for a Project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the Project does not meet CDFW's standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

CDFW Recommended Mitigation Measure #2

Any LSA Agreement issued for the Project by CDFW may include additional measures protective of streambeds on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

CDFW Recommended Mitigation Measure #3

CDFW recommends the Project proponent actively implement Best Management Practices (BMPs) to prevent erosion and the discharge of sediment and pollutants into San Jose Creek during Project activities. BMPs should be monitored and repaired if necessary, to ensure maximum erosion, sediment, and pollution control. The Project proponent should prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within stream areas. All fiber rolls, straw wattles, and/or hay bales utilized within and adjacent to the project site should be free of nonnative plant materials. Fiber rolls or erosion control mesh should be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

CDFW Recommended Mitigation Measure #4

CDFW recommends a hydrogeomorphology study be conducted to evaluate the impacts of elevated flows of water and sediment through the soft-bottom portion of San Jose Creek.

LPVCWD Response to CDFW Comment #1 & Recommended Mitigation Measures

The Project would discharge an expected 103 gallons per minute (gpm) and a maximum of 245 gpm of treated water through connection with an existing storm drain to San Jose Creek. San Jose Creek is comprised of a reinforced cement concrete channel in this area and does not include soft-bottom channel (Figure 1). The nearest soft-bottom channel segment begins approximately 8,000 feet downstream San Jose Creek from the treated water discharge point and continues beyond San Jose Creek's confluence with the San Gabriel River. The U.S. Army Corps of Engineers maintains rock rip rap grade controls, drop structures, spreading grounds, and other best management practices along this stretch of San Jose Creek and San Gabriel River that serve to reduce the potential for erosion and promote infiltration of surface waters. The Project Applicant or LPVCWD do not propose to install or maintain any erosion control measures in San Jose Creek as part of the Project.

Reference: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH #2019119080, Los Angeles County

The proposed Project discharge is less than 1% of historical San Jose Creek runoff, and this discharge would have a negligible erosive impact to San Jose Creek, regardless of the presence of existing grade controls in the creek.¹ Therefore, LPVCWD does not believe a hydrogeomorphology study is warranted to evaluate the impacts of elevated flows of water and sediment through the soft-bottom portion of San Jose Creek.

Prior to discharge to San Jose Creek, water will be treated using ultraviolet light and hydrogen peroxide, liquid-phase granular activated carbon, and reverse osmosis processes. These processes are effective in removing the constituents of concern in the untreated water including 1,4-dioxane, bis(2-Ethylhexyl) phthalate (DEHP), volatile organic compounds, perchlorate, copper, lead, mercury, nickel, selenium, total dissolved solids, and nitrate. In September 1998, USEPA issued an Interim Record of Decision setting forth the means by which groundwater contamination in the Puente Valley Operable Unit would be addressed. The Interim Record of Decision sets forth Applicable or Relevant and Appropriate Requirements for discharge to surface water. For the Puente Valley Operable Unit, an on-site discharge to surface water must meet substantive National Pollutant Discharge Elimination System (NPDES) requirements of an NPDES permit. The proposed water treatment system has been designed to treat water to meet all applicable water quality effluent limitations in the form of both concentration and load-based thresholds which are generally based on Los Angeles County Regional Water Quality Control Board Water Quality Control Plan or "Basin Plan" objectives. Additionally, LPVCWD will obtain and discharge the treated water to San Jose Creek in accordance with the requirements of an NPDES permit. Correspondingly, the treated water discharged to San Jose as a result of Project implementation would not violate a water quality standard or impair water quality that could have an adverse effect on biological resources.

Because the Project would not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, and the project would not result in significant impacts to special-status plant or wildlife species, LPVCWD does not believe that Section 1602 of the California Fish and Game Code requiring a Lake or Streambed Alteration Agreement applies to the Project.

The Draft IS/MND has been revised to include the proposed discharge's estimated work done on the channel bed and to clarify that the Project does not include maintenance of existing erosion

¹ Daily flow rates measured between October 2004 and September 2018 at Gage F312B located at Workman Mill Road (Figure 1), downstream of the transition to soft-bottom channel and upstream of the discharge point of the San Jose Creek Water Reclamation Plant indicate that approximately 550,000-acre feet of water flowed this segment of San Jose Creek. The proposed Project discharge is 1.0% of historical San Jose Creek runoff. The proposed Project discharge to San Jose Creek is estimated to increase the long-term effective work done on the channel bed by less than 0.5%. Based on the state of the science to date (Hawley and Bledsoe, 2013*), the threshold increase in long-term effective work, or sediment transport, corresponding to significant in-stream erosion impacts is approximately 5% for the most sensitive bed material (i.e., sand). The incremental increase in long-term erosive work associated with the Project discharge is less than an order of magnitude of this threshold.

*Hawley, R.J., and Bledsoe, B.P. 2013. "Channel enlargement in semiarid suburbanizing watersheds: A southern California case study," *Journal of Hydrology, Elsevier, Vol 496, pp 17-30.*

Reference: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH #2019119080, Los Angeles County

control measures along the soft bottom channel which are the responsibility of the U.S. Army Corps of Engineers.

CDFW Comment #2: Impacts to Nesting Birds

CDFW Issue: The Initial Study states, "there is nesting bird potential in trees and shrubs adjacent to proposed construction activities... The noise and level of human activity associated with construction activities within the Project footprint have the potential to result in direct impacts or indirect disturbance to nesting birds."

CDFW Recommended Potentially Feasible Mitigation Measure(s)

CDFW Recommended Mitigation Measure #1

Mitigation Measure #1: To protect nesting birds that may occur on-site, CDFW recommends that the final environmental document include a measure that no construction shall occur from February 15 through August 31. If construction during this period must occur, a qualified biologist shall complete a survey for nesting bird activity within a 500-foot radius of the construction site. The nesting bird surveys shall be conducted at appropriate nesting times and concentrate on potential roosting or perch sites. If any nests of birds of prey are observed, they shall be designated an ecologically sensitive area and protected (while occupied) by a minimum 500-foot radius during Project construction.

LPVCWD Response to CDFW Comment #2 & Recommended Mitigation Measure

LPVCWD concurs with the above statement included in the Draft IS/MND. The Draft IS/MND on page 3.18 further states "The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and Section 3503 of the California Fish and Game Code protects migratory nesting birds. The Project site supports non-native, ornamental trees that may be potentially used by birds for nesting activities. Construction activities that will occur in close proximity to the trees has the potential to adversely impact nesting birds, if present during construction. This is a potentially significant impact." LPVCWD identified Mitigation Measure BIO-1: Nesting Bird Impacts Avoidance on page 3.18 of the Draft IS/MND to mitigate this potential impact to less than significant. Mitigation Measure BIO-1 states the following:

This proposed Project does not propose vegetation removal; however, there is nesting bird potential in trees and shrubs adjacent to proposed construction activities (e.g. landscaping occurs primarily along sidewalks immediately adjacent to proposed pipelines in existing roads). The noise and level of human activity associated with construction activities within the Project footprint have the potential to result in direct impacts or indirect disturbance to nesting birds. Any activities that could potentially cause disturbance to active nests, eggs, and/or young of nesting birds, or cause nest abandonment, shall be minimized or avoided.

Prior to initial site disturbance, seasonally timed presence/absence surveys for nesting birds shall be conducted by a qualified biologist. If construction activities carry over into a second nesting season(s) the surveys will need to be completed annually until the proposed Project is complete. A minimum of three survey events, three days apart shall be conducted (with the last survey no more than three days prior to the start of site disturbance), if construction is scheduled to begin during avian nesting season (February 15th through September 15th);

Reference: Puente Valley Operable Unit, Shallow Zone – South Interim Remedy Project, La Puente Valley County Water District, SCH #2019119080, Los Angeles County

surveys for raptors shall be conducted from January 1st to August 15th. Surveys shall be conducted within 500 feet of all proposed Project activities.

If endangered or threatened species are observed, consultation with U.S. Fish and Wildlife Service (USFWS) and/or CDFW is required. If breeding birds with active nests are found prior to or during construction, a qualified biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. The prescribed buffers may be adjusted by the qualified biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified biologist shall conduct regular monitoring of the nest to determine success/failure and to ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. If construction occurs outside of avian nesting season, only a single presence/absence survey will be required.

LPVCWD has revised Mitigation Measure BIO-1 to include a 500-foot buffer around the nest for raptors (birds of prey) and a 300-foot buffer around the nest for passerine species to be consistent with the mitigation measure recommended by CDFW.

Closing

LPVCWD appreciates CDFW's consideration of these responses to comments and the revisions we have made to the Draft IS/MND to specifically address them. Please contact the undersigned should you have any questions related to these responses to comments. Pursuant with your request, LPVCWD will notify CDFW of any forthcoming hearing dates for the Project.

Regards,



StephAnnie Roberts

Senior Project Manager/National Account Manager

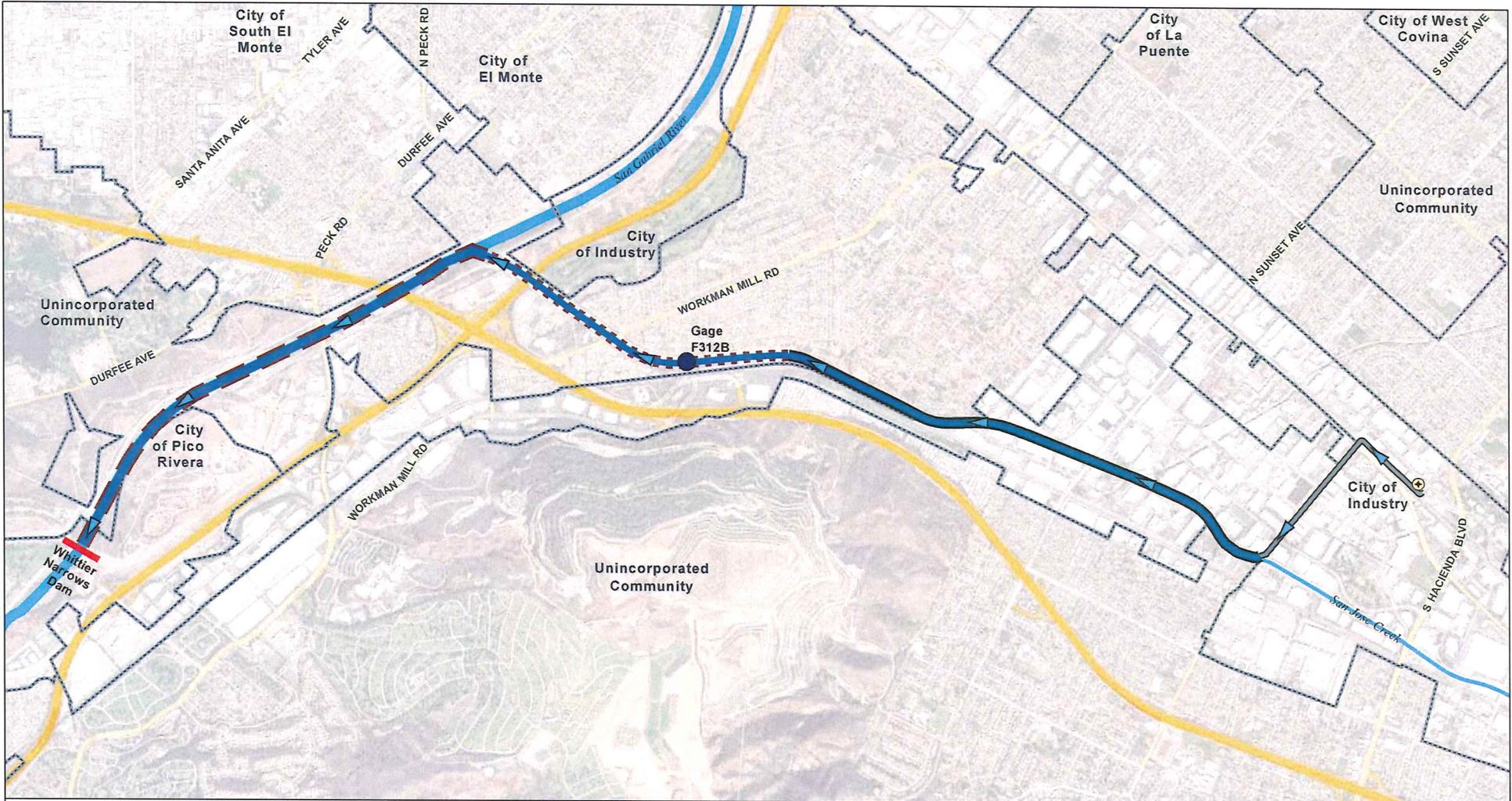
Phone: 805-719-9332

Fax: 805-230-1277

StephAnnie.Roberts@stantec.com

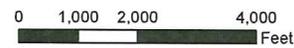
Attachment: Flow Path of Proposed Site Discharge to Surface Water

c. James L'Esperance, Northrop Grumman Corporation
Greg Galindo, La Puente Valley County Water District



Legend			
Whittier Narrows Dam	Soft Bottom Dirt Channel (500 foot width)	Treatment Plant	
24 Inch Diameter RCP to New Stormdrain Connection	Soft Bottom Channel (140-170 foot width)	Flow Direction	
Reinforced Concrete Channel (100 foot width)	City Boundaries		
48-75 Inch Diameter Reinforced Concrete Pipe	Gage F312B (Approximate Location)		

Notes:
 Flow Path & Pipe Diameter Source: Los Angeles Department of Public Works
 Open Channel Bed and Bank Material Source: Los Angeles Department of Public Works and Aerial Photography



Flow Path of Proposed Site Discharge to Surface Water	
Puente Valley Operable Unit Puente Valley, California	
	Figure
WR1585	1
January 2020	

**NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE – SOUTH INTERIM
REMEDY PROJECT**

MITIGATION MONITORING AND REPORTING PLAN

8.0 MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Lead Agency Department	Action(s) Required	Required Time of Compliance	Action Taken	Verified By/Dept.	Date	Further Action Needed
BIOLOGICAL RESOURCES and UTILITIES AND SERVICE SYSTEMS							
<p>BIO-1: Nesting Bird Impacts Avoidance: This proposed Project does not propose vegetation removal; however, there is nesting bird potential in trees and shrubs adjacent to proposed construction activities (e.g. landscaping occurs primarily along sidewalks immediately adjacent to proposed pipelines in existing roads). The noise and level of human activity associated with construction activities within the Project footprint have the potential to result in direct impacts or indirect disturbance to nesting birds. Any activities that could potentially cause disturbance to active nests, eggs, and/or young of nesting birds, or cause nest abandonment, shall be minimized or avoided. Prior to initial site disturbance, seasonally timed presence/absence surveys for nesting birds shall be conducted by a qualified biologist. If construction activities carry over into a second nesting season(s) the surveys will need to be completed annually until the proposed Project is complete. A minimum of three survey events, three days apart shall be conducted (with the last survey no more than three days prior to the start of site disturbance), if construction is scheduled to begin during avian nesting season (February 15th through September 15th); surveys for raptors shall be conducted from January 1st to August 15th. Surveys shall be conducted within 500 feet of all proposed Project activities.</p> <p>If endangered or threatened species are observed, consultation with U.S. Fish and Wildlife Service (USFWS) and/or CDFW is required. If breeding birds with active nests are found prior to or during construction, a qualified biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. The buffer shall be extended to 500 feet from active raptor nests. The prescribed buffers may be adjusted by the qualified biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified biologist shall conduct regular monitoring of the nest to determine success/failure and to ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. If construction occurs outside of avian nesting season, only a single presence/absence survey will be required.</p>	<p>La Puente Valley County Water District</p>	<p>Conduct nesting bird surveys, shall be conducted by a qualified biologist</p>	<p>No more than 3 days prior to start of ground disturbance</p> <p>Annually, if construction carries over into a second nesting season(s)</p>				





 Project Site

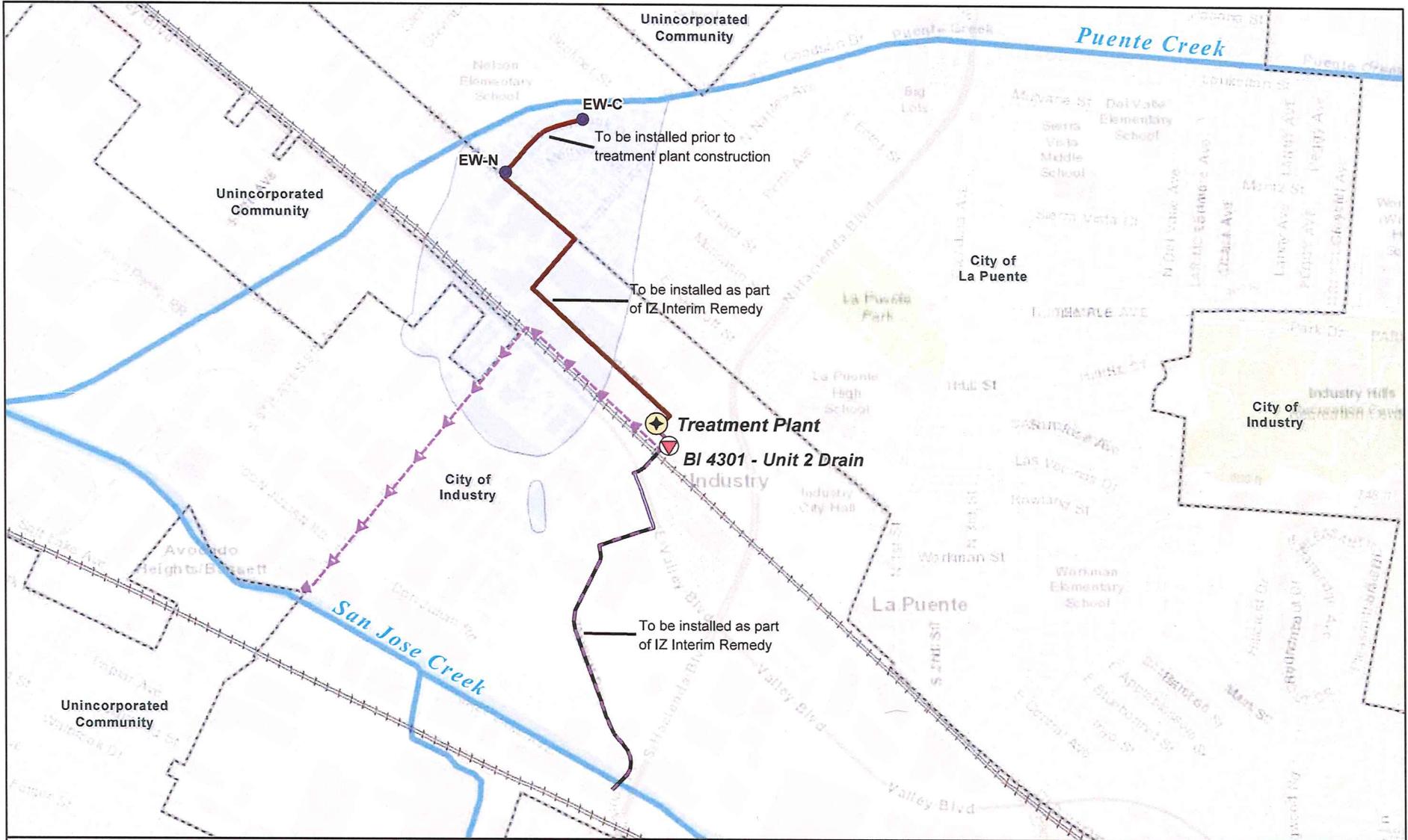
Los Angeles County
Project Site

0 7.5 15
Miles
0 10 20
Kilometers

 **Stantec**
STANTEC CONSULTING SERVICES Inc.
290 Conejo Ridge Avenue
Thousand Oaks, CA 91361-4971
Phone: (805) 230-1266 Fax: (805) 230-1277

NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT SHALLOW ZONE REMEDY PROJECT

Site Location Fig. 1



Legend

● SZ-South Extraction Well	— Wastewater Pipeline	— Rivers & Creeks
— Proposed Conveyance Pipeline for Extracted Groundwater (from Extraction Wells to Treatment Plant)	— Existing Wastewater Pipeline	□ SZ 10X MCL Contour South of Puente Creek (Composite Contours 2014-2017)
◀ Proposed Surface Water Discharge Route via Existing Storm Drain to San Jose Creek	⊙ Proposed Potential Drain for Surface Water Discharge (Location Approximate)	□ City Boundaries
	⊕ Treatment Plant (111 Hudson Avenue)	— California Rail Network (Caltrans, 2013)

Notes:
 - The composite contour lines represent the lateral extent of PCE, TCE, 1,1-DCE, 1,1-DCA, and 1,4-dioxane relative to 10x the California Maximum Contaminant Level (MCL) or California Department of Drinking Water Notification Level (NL) in the Shallow Zone (SZ).

0 1,300 Feet

N

Stantec

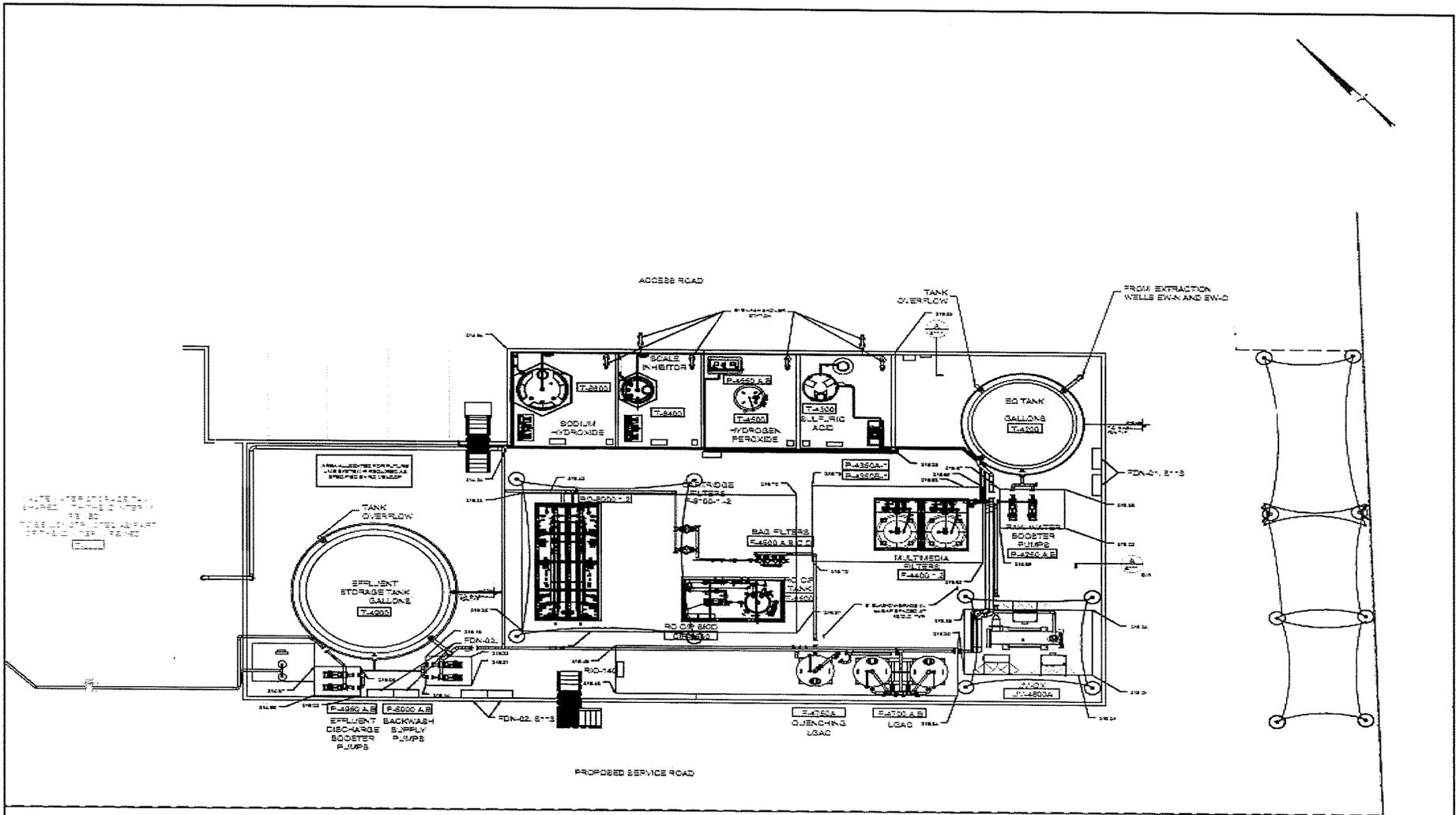
STANTEC CONSULTING SERVICES Inc.
 290 Conejo Ridge Avenue
 Thousand Oaks, CA 91361-4971
 Phone: (805) 230-1266 Fax: (805) 230-1277

NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT SHALLOW ZONE REMEDIATION PROJECT

Shallow Zone Remedy Infrastructure Map

Fig. 2

Source: Geosyntec, 2019. Pre-Final Design Report. 19 April.



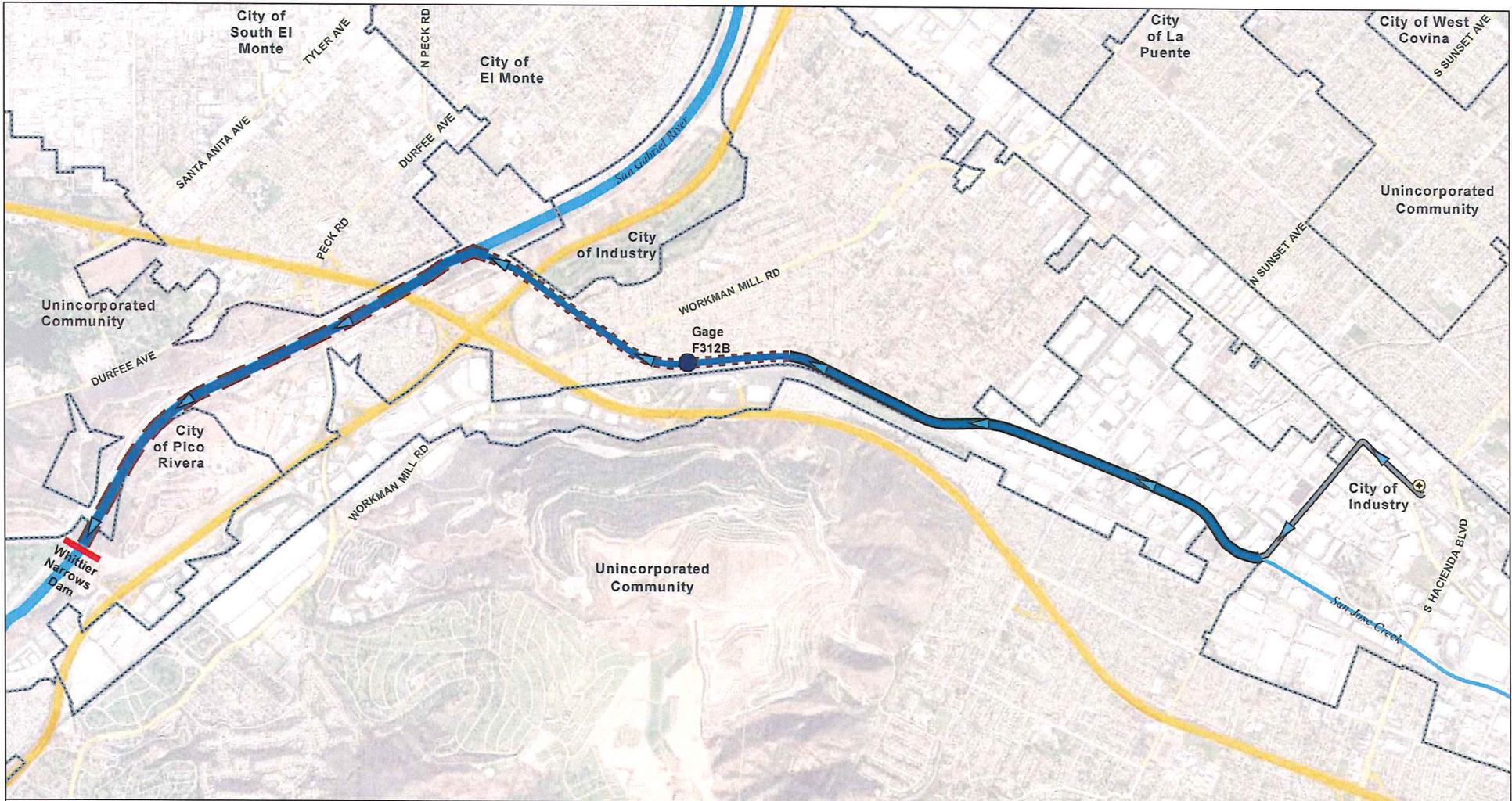
Note:
 1. **NOT TO SCALE**
 2. Geosyntec, 2019. Pre-Final Design Report. 19 April



STANTEC CONSULTING SERVICES Inc.
 290 Conejo Ridge Avenue
 Thousand Oaks, CA 91361-4971
 Phone: (805) 230-1266 Fax: (805) 230-1277

NORTHROP GRUMMAN SYSTEMS CORPORATION
 PUENTE VALLEY OPERABLE UNIT
 SHALLOW ZONE- SOUTH INTERIM
 REMEDIATION SYSTEM

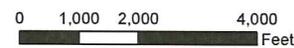
SZ Treatment Facility Foundation Plan Fig. 3



Legend

- █ Whittier Narrows Dam
- █ 24 Inch Diameter RCP to New Stormdrain Connection
- █ Reinforced Concrete Channel (100 foot width)
- █ 48-75 Inch Diameter Reinforced Concrete Pipe
- █ Soft Bottom Dirt Channel (500 foot width)
- █ Soft Bottom Channel (140-170 foot width)
- City Boundaries
- Gage F312B (Approximate Location)
- ⊕ Treatment Plant
- ▶ Flow Direction

Notes:
 Flow Path & Pipe Diameter Source: Los Angeles Department of Public Works
 Open Channel Bed and Bank Material Source: Los Angeles Department of Public Works and Aerial Photography



Flow Path of Proposed Site Discharge to Surface Water

Puente Valley Operable Unit
 Puente Valley, California

Geosyntec
 consultants

WR1585

January 2020

Figure

4

**NORTHROP GRUMMAN SYSTEMS CORPORATION PUENTE VALLEY OPERABLE UNIT, SHALLOW
ZONE – SOUTH INTERIM REMEDY PROJECT**

Appendix A PROJECT EMISSIONS ESTIMATES

APPENDIX A PROJECT EMISSIONS ESTIMATES



Exhibit F

Notice of Determination- DP 20-03

[Attached]

2019119080

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE - SOUTH INTERIM REMEDY PROJECT

Lead Agency: La Puente Valley County Water District Contact Person: Greg Galindo
Mailing Address: 112 North 1st Street Phone: 626-330-2126
City: La Puente Zip: 91744 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: City of Industry
Cross Streets: Hudson Avenue and Stafford Street Zip Code: 91744
Longitude/Latitude (degrees, minutes and seconds): 34 51 " N / 117 57 " W Total Acres: 2.2 acres
Assessor's Parcel No.: B208-024-071 (treatment plant) Section: 5 Twp: 2 South Range: 10 West Base: SSB&M
Within 2 Miles: State Hwy #: 60 Waterways: San Gabriel River
Airports: N/A Railways: BNSF Schools: N/A

Document Type:

CEQA: [] NOP [] Draft EIR [] Early Cons [] Supplement/Subsequent EIR [] Neg Dec (Prior SCH No.) [] Mit Neg Dec [] Other:
NEPA: [] NOI [] EA [] Draft EIS [] FONSI [] Other: Joint Document [] Final Document [] Other:

Governor's Office of Planning & Research

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Development
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other:

NOV 21 2019

STATE CLEARINGHOUSE

Development Type:

[] Residential: Units _____ Acres _____
[] Office: Sq. ft. _____ Acres _____ Employees _____
[] Commercial: Sq. ft. _____ Acres _____ Employees _____
[] Industrial: Sq. ft. _____ Acres _____ Employees _____
[] Educational: _____
[] Recreational: _____
[] Water Facilities: Type Water Treatment MGD 0.432
[] Transportation: Type _____
[] Mining: Mineral _____
[] Power: Type _____ MW _____
[] Waste Treatment: Type _____ MGD _____
[] Hazardous Waste: Type _____
[] Other: _____

Project Issues Discussed in Document:

[x] Aesthetic/Visual [] Fiscal [x] Recreation/Parks [x] Vegetation
[x] Agricultural Land [x] Flood Plain/Flooding [x] Schools/Universities [x] Water Quality
[x] Air Quality [x] Forest Land/Fire Hazard [x] Septic Systems [x] Water Supply Groundwater
[x] Archeological/Historical [x] Geologic/Seismic [x] Sewer Capacity [x] Wetland/Riparian
[x] Biological Resources [x] Minerals [x] Soil Frostion/Compaction/Grading [x] Growth Inducement
[] Coastal Zone [x] Noise [x] Solid Waste [x] Land Use
[x] Drainage/Absorption [x] Population/Housing Balance [x] Toxic/Hazardous [x] Cumulative Effects
[] Economic Jobs [x] Public Services/Facilities [x] Traffic/Circulation [x] Other: Wildfire

Present Land Use/Zoning/General Plan Designation:

The Project is within the "Employment" land use designation of the City's General Plan and the City's Industrial (I) zone.

Project Description: (please use a separate page if necessary)

The proposed Project is comprised of the extraction and treatment of groundwater and conveyance to La Puente Valley County Water District (LPVCWD) for discharge to surface water in conformance with applicable permits. The Project consists of utilizing two existing groundwater extraction wells (EW-C, EW-N); a proposed treatment plant; conveyance infrastructure from the extraction wells to the new water treatment plant and from the treatment plant to an existing storm drain for surface water discharge; and compliance, sentinel, and monitoring wells.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft documents) please fill in

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|--|---|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input checked="" type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Other: <u>South Coast Air Quality Management District</u> |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>EPA Region 9</u> |
| <input type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date 11/20/2019 Ending Date 12/20/2019

Lead Agency (Complete if applicable):

Consulting Firm: <u>Stantec Consulting Services Inc</u>	Applicant: <u>La Puente Valley County Water District</u>
Address: <u>290 Conejo Ridge Avenue</u>	Address: <u>112 North 1st Street</u>
City/State/Zip: <u>Thousand Oaks, CA, 91361</u>	City/State/Zip: <u>La Puente, CA 91744</u>
Contact: <u>StephAnnie Roberts</u>	Phone: <u>(626) 330-2126</u>
Phone: <u>805-719-9332</u>	

Signature of Lead Agency Representative:  Date: 11/19/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

State of California—Natural Resources Agency
 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
 2020 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT # 202003021220022
STATE CLEARING HOUSE # (If applicable) 2019119080

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY LA PUENTE VALLEY COUNTY WATER	DATE 03/02/2020
COUNTY/STATE AGENCY OF FILING LACC	DOCUMENT NUMBER 2020051829

PROJECT TITLE
PUENTE VALLEY OPERABLE UNIT, SHALLOW ZONE - SOUTH REMEDY PROJECT

PROJECT APPLICANT NAME GREG GALINDO	PHONE NUMBER (626)330-2126
--	-------------------------------

PROJECT APPLICANT ADDRESS 112 NORTH 1ST STREET	CITY LA PUENTE	STATE CA	ZIP CODE 91744
---	-------------------	-------------	-------------------

PROJECT APPLICANT (Check appropriate box):

Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,343.25 \$ 0.00
- Negative Declaration (ND)(MND) \$2,406.75 \$ 2,406.75
- Application Fee Water Diversion (State Water Resources Control Board Only) \$850.00 \$ 0.00
- Projects Subject to Certified Regulatory Programs (CRP) \$1,136.50 \$ 0.00
- County Administrative Fee \$50.00 \$ 75.00
- Project that is exempt from fees
 - Notice of Exemption
 - CDFW No Effect Determination (Form Attached)
- Other _____ \$ 0.00

PAYMENT METHOD:

Cash Credit Check Other _____ \$ 2,481.75

SIGNATURE X 	TITLE ITC
--	--------------

Notice of Determination

Appendix D

To:
[] Office of Planning and Research
U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113
Sacramento, CA 95814

[] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway
Norwalk, CA 90650

From:
Public Agency: La Puente Valley County Water
Address: 112 North 1st Street
La Puente, CA 91744
Contact: Greg Galindo
Phone: (626) 330-2126

Lead Agency (if different from above):
Address:
Contact:
Phone:

ORIGINAL FILED

MAR 02 2020

LOS ANGELES, COUNTY CLERK

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2019119080

Project Title: Puente Valley Operable Unit, Shallow Zone - South Remedy Project

Project Applicant: Northrop Grumman Systems Corporation

Project Location (include county): 111 Hudson Avenue, La Puente, CA, Los Angeles County

Project Description:

The purpose of the proposed Project is the hydraulic containment of the shallow zone south of Puente Creek via groundwater extraction, treatment of extracted groundwater, and planned end-use as surface water discharge to San Jose Creek. The Project consists of two existing groundwater extraction wells (EW-Cadbrook (EW-C) and EW-Nelson (EW-N)), a proposed treatment plant, numerous existing compliance monitoring wells and piezometers, and proposed conveyance piping.

This is to advise that the La Puente Valley County Water District has approved the above ([] Lead Agency or [] Responsible Agency)

described project on 02.24.2020 and has made the following determinations regarding the above described project.

- 1. The project [] will [] will not have a significant effect on the environment.
2. [] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [] was [] was not adopted for this project.
5. A statement of Overriding Considerations [] was [] was not adopted for this project.
6. Findings [] were [] were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

112 North 1st Street, La Puente, CA 91744

Signature (Public Agency): [Signature] Title: General Manager

Date: 02.26.2020 Date Received for filing at OPR:

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113
Sacramento, CA 95814

County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway
Norwalk, CA 90650

From:

Public Agency: La Puente Valley County Water
Address: 112 North 1st Street
La Puente, CA 91744

Contact: Greg Galindo
Phone: (626) 330-2126

Lead Agency (if different from above):

Address:

Contact:

Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2019119080

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This is to advise that the La Puente Valley County Water District has approved the above (Lead Agency or Responsible Agency)

described project on 02.24.2020 and has made the following determinations regarding the above described project.

- 1. The project will not have a significant effect on the environment.
2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was adopted for this project.
5. A statement of Overriding Considerations was adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

112 North 1st Street, La Puente, CA 91744

Signature (Public Agency): [Handwritten Signature] Title: General Manager

Date: 02.26.2020 Date Received for filing at OPR: [Handwritten Date]

Exhibit G

Resolution No. CC 2020-35

[Attached]

RESOLUTION NO. CC 2020-35

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 20-03, FOR THE CONSTRUCTION OF A SHALLOW ZONE - SOUTH INTERIM REMEDIATION SYSTEM, FOR THE PROPERTY LOCATED AT 111 HUDSON AVENUE, CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on March 31, 2020, James L'Esperance, representing Northrop Grumman Systems Corporation ("Northrop" or "Applicant"), filed a complete application requesting approval of Development Plan ("DP") No. 20-03 described herein ("Application"); and

WHEREAS, Northrop was among a number of entities identified by the U.S. Environmental Protection Agency as "potentially responsible parties" to have contaminated the groundwater in the area known as the La Puente Valley Operational Unit. Northrop has since developed plans to remediate that groundwater through a system of groundwater extraction wells, collection pipelines, and a ground water treatment facility; and

WHEREAS, on November 8, 2018, Development Plan 17-12 was approved by the City Council for a groundwater treatment plant consisting of three large above ground storage tanks, 16 medium sized above-ground tanks, two small office buildings, and electrical equipment at 111 Hudson Avenue, City of Industry, California; and

WHEREAS, the Application is the addition of a Shallow Zone-South Interim Remediation System within an approved water treatment plant. The addition will consist of two large above-ground storage tanks, and mechanical equipment, in an area of approximately 6,376 square feet, at a 1.75-acre property at 111 Hudson Avenue, City of Industry, California, Assessor's Parcel Number 8208-024-071 ("Property"); and

WHEREAS, the Applicant is proposing to add the Shallow Zone-South Interim Remediation System within an approved groundwater water treatment plant, located in the "M" Industrial zone, and in accordance with Section 17.36.020 of the City's Municipal Code ("Code"), a DP is required; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The proposed construction of a Shallow Zone-South Interim Remediation System is consistent with the General Plan and does not conflict with the established goals and objectives of the Land Use Element such as being consistent with Land Use Goal LU3 which sets forth that the City strives for mutually beneficial and compatible relationships with non-business resources and surrounding jurisdictions. Here, the City is cooperating with LPVCWD to establish a comprehensive groundwater

treatment plant that will assist in remediating contaminated groundwater in the San Gabriel Valley region ; and

WHEREAS, La Puente Valley County Water District (“LPVCWD”) is designated as the lead agency for the project and the City is a responsible agency for the purpose of complying with CEQA; and

WHEREAS, LPVCWD adopted a Mitigated Negative Declaration (“MND”) and Mitigation Monitoring and Reporting Program (“MMRP”) for the project on February 24, 2020; and

WHEREAS, pursuant to Section 15050(b) of the CEQA Guidelines, the City, as a responsible agency for the proposed project, hereby certifies that it has reviewed and considered the information contained in the MND and MMRP adopted on February 24, 2020 by the lead agency; and

WHEREAS, on September 24, 2020 the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

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

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Industry as follows:

SECTION 1: The City Council 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 meetings 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: Pursuant to Section 15050(b) of the CEQA Guidelines, the City, as responsible agency for the proposed project, hereby certifies that it has reviewed and considered the information contained in the MND and MMRP adopted on February 24, 2020 by the lead agency, LPVCWD; and

SECTION 4: Based upon substantial evidence presented to the City Council during the September 24, 2020 public meeting, including public testimony and written and oral staff reports, this City Council 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 Section 17.36.060 of the Code. This includes: setbacks, building height, parking and landscape

standards. The project is proposing two large above-ground storage tanks, and mechanical equipment in an approximate area of 6,376 square feet, and pursuant to Section 17.36.060K.1 of the Code, one parking space per 500 square feet of floor area for a building is required. Since the project is not proposing a building and consists of an unmanned addition to the water treatment facility it will not require additional parking. The Property has five existing parking spaces and 9,841 square feet of existing landscaping (which totals 12 percent of the total lot area of the parcel). The Code requires a minimum of 12 percent of the total lot area to be landscaped, and the project will add an additional 1,200 square feet of landscaping totaling 14 percent of the lot area, thereby exceeding the Code's minimum requirement.

(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 the MND/MMRP that was adopted by LPVCWD on February 24, 2020 provides the following: (1) the anticipated traffic generation of up to 16 additional daily vehicle trips would not degrade the Level of Service (LOS) of the surrounding road system, and is therefore consistent with the Policy C1-2, of the Circulation Element of the City's General Plan, to "maintain a peak-hour LOS D at intersections identified on the Roadway Classification Plan". Furthermore, this IS/MND and MMRP for the project was approved before June 25, 2020, when the City adopted the Vehicle Miles Traveled thresholds for the purpose of analyzing transportation impacts under the California Environmental Quality Act, and is therefore not subject to the newly adopted thresholds; (2) as stated in the IS/MND and MMRP the proposed project provides for the extraction and treatment of groundwater and "will be designed to allow for an end use of the treated groundwater as potable use" in compliance with all federal, State, County, and local regulations including, but not limited to, the State Water Resources Control Board, Division of Drinking Water, which "reviews all plans for water treatment systems and distribution facilities that will be used for public water supply" and "enforces water quality standards and water facilities design criteria," thereby ensuring the public health, safety, and general welfare; and (3) as stated in the IS/MND, LPVCWD found that, "although the proposed project could have a significant effect on the environment, there will not be a significant effect" with adoption of the MMRP, therefore, adverse effects on neighboring properties will be prevented.

(c) The proposed addition of the Shallow Zone-South Interim Remediation System within an approved groundwater treatment plant consists of two large above-ground storage tanks, and mechanical equipment in an approximate area of 6,376 square feet, and will have lush landscaping screening the mechanical equipment from the street. Because the Project complies with all development standards in regards to building setbacks, building height, parking, access, screening and design, the project is in general accord with all elements of the City's Zoning Code.

(d) The proposed Project is consistent with the City's General Plan Goal RM1-1, which provides for working with local water providers to construct, maintain and upgrade the water supply, transmission, storage and treatment facilities to support existing and new development. The project is also consistent with

General Plan Goal RM1-7, which provides for the protection of groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff and recharge the aquifer and cooperation with Federal, state and local agencies that are charged with improving water quality in the region.

SECTION 5: Based upon the foregoing findings, the City Council hereby approves DP No. 20-03, subject to the conditions contained in Attachment 1, attached hereto and incorporated herein by reference.

SECTION 6. 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 7: 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 City Council of the City of Industry at a regular meeting held on September 24, 2020 by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Cory C. Moss, Mayor

ATTEST:

Julie Gutierrez-Robles, City Clerk

Attachment 1

Conditions of Approval - Resolution No. CC 2020-34

[Attached]



CITY OF INDUSTRY

Standard Requirements and Conditions of Approval

APPLICATION:	Development Plan 20-3
APPLICANT:	James L'Esperance representing Northrop Grumman Systems Corporation
LOCATION:	111 Hudson Avenue (APN 8208-024-071)
PROPOSAL:	Construction of Puente Valley Operable Unit Shallow Zone-South Interim Remediation System

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 change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The landscape irrigation system shall be designed to accept recycled water from future recycled water lines, which are currently being planned to be located 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.
2. 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 Fire Department and Sheriff Department.
3. 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 City of Industry Planning Department that verifies use of coatings with a VOC content of 90 g/L or less.
4. The Applicant shall comply with all surface drainage and driveway requirements set forth in Chapter 16.10 of the City's Code.
5. If buried tribal cultural resources are discovered during ground-disturbing activities, work

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shall stop in that area and within 100 feet of the find until a qualified archeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with a representative of the Gabrieleño Band of Mission Indians – Kizh Nation and other tribes who have proven traditional and cultural affiliation with the project site pursuant to PRC Section 21080.3.1, the City of Industry, and other appropriate agencies.

6. The Applicant shall comply with all provisions set forth in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.
7. The Applicant shall comply with all Federal, State, County, and local laws and ordinances.

Engineering Conditions

1. The Applicant shall obtain an Industrial discharge permission from Los Angeles County Sanitation District for backwash with filtered water and wash outlet prior to issuance of sewer connection by the City of Industry.
2. In no case shall buildings, obstructions or permanent structures encroach into the City of Industry storm drain easement or the Los Angeles sanitary sewer easement located on the south side of the Property, as shown on Tract Map 28350 recorded per Map Book 776 page 27 and 28.
3. The final precise grading plan shall be substantially the same, specifically with regard to the sheet flow patterns, drainage, size, and grading configuration, as the proposed grading illustrated on the conceptual grading plan. If there is a significant deviation between the two plans, the Assistant City Manager and the City Engineer will review the plans and determine if a finding of substantial conformance can be made prior to approval of the revision. The Assistant City Manager and the City Engineer may refer the matter to the City Council for an opinion before making a decision. Failure to achieve such a finding will require processing a new development plan.
4. In conformance with Chapter 13.16 of the Municipal Code and prior to issuance of rough grading permit, the Applicant 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. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. A copy of the approved SWPPP shall be kept at the project site and available for review upon request.
5. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of rough 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).
6. 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.

7. 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 shall be included in a recorded restrictive covenant on Property and included in any sale or lease agreement or deed of the Property.
8. Prior to the issuance of precise grading permits, the Applicant shall prepare and submit a precise grading plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing building footprints, new and revised pads and elevations of finished grades, drainage routes, retaining walls, erosion control, slope easements, structural best management practices (BMPs) conforming to the approved water quality management plan, and other pertinent information. The project development shall accept and make provisions for the existing surface water that are the natural flows from the adjacent properties immediately abutting to the development site.
9. Prior to approval of the final design plans and issuance of a precise grading permit, the Applicant shall conduct a site-specific geotechnical investigation for the entire site and prepare preliminary Geology and Soils report that fully assesses the geologic and soil conditions of the site. As part of the report preparation, soil sampling and any geotechnical testing shall be completed at each location where structures are to be erected. The report shall provide grading and structural design recommendations for avoiding liquefaction, subsidence or collapse for each of the proposed structures, LID infiltration feasibility and engineering properties of the soils on site and/or to be used as fill, and shall include recommendations on grading procedures. The recommendations shall be implemented by the Applicant.
10. Surety and agreement guaranteeing completion of all on-site grading improvements including drainage, structural BMPs, erosion control, grading operations shall be posted and executed to the satisfaction of the City Engineer prior to the issuance of grading permits.
11. The project shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the Property. The storm drain design and improvements shall be subject to review and approval by the City Engineer. The hydraulics and hydrology report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street

flows, catch basins, storm drains, and flood water retarding, BMP treatment and LID, will allow building pads to be safe from inundation from rainfall runoff which may be expected from all storms up to and including the theoretical 50-year flood per the Los Angeles County Hydrology Manual. The project development shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site. If the quantities exceed the existing downstream capacity, the developer shall provide adequate drainage facilities to mitigate the impact as approved by the City Engineer.

12. The post development peak flow rate generated from the project site shall be less than or equal to the predevelopment peak flow rate from the site for all frequency storms up to and including 50-year return.
13. California Electrical Code Section 230.30 is amended per the above geological and topographical findings by the addition of section (A) to read as follows: (A) Underground Utilities Required. All new buildings and structures in the City shall provide underground electrical and communication service laterals on the premises to be served, as hereinafter required. (1) New Construction. All electrical, telephone, cable television system, and similar service wires and cables which provide direct service to new main buildings, new accessory buildings, and structures, shall be installed underground in compliance with all applicable building and electrical codes, safety regulations, and orders, rules of the Public Utilities Commission of the State of California, and specifications or standards of the Public Works Department.
14. All utilities, including electrical and telephone, shall be installed underground and shall be concealed from view.
15. Approved drainage and landscaping plans will be required for all building sites and street right of way to the satisfaction of the City Engineer and Planning Department.
16. The Applicant shall repair sidewalk and driveway approach that is more than 1 inch off grade on Nelson Avenue and Hudson Avenue or that have multiple intersecting cracks within the slabs form by construction joints on the perimeter to the satisfaction of the City Engineer.
17. 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.

Code Requirements and Standards

The following is a list of 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 change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.

2. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Department prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.
3. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.
4. 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.
5. The Applicant shall provide off-street parking as shown on the approved development plan.
6. 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 of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must join together at the connection point.
7. The Applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit. Development shall take place in substantial conformance with the approved development plans.
8. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).
9. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the real property shall be allowed.
10. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find 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).

Interpretation and Enforcement

1. The Planning Department, Engineering Department, and contract agencies (Los Angeles County Fire Department, Los Angeles Department of Building and Safety) shall be

responsible for ensuring compliance with all applicable code requirements and conditions of approval.

2. 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, new information, and/or relevant factors as long as 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 and Hold Harmless Condition

1. The Applicant and Property Owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.
2. The Applicant and Property Owner shall submit to the City written consent to all of the conditions referenced herein within 10 days of approval. The Applicant and Property Owner understand that Resolution No. CC 2020-35 will be of no force or effect unless such written consent is submitted to the City.

Exhibit H

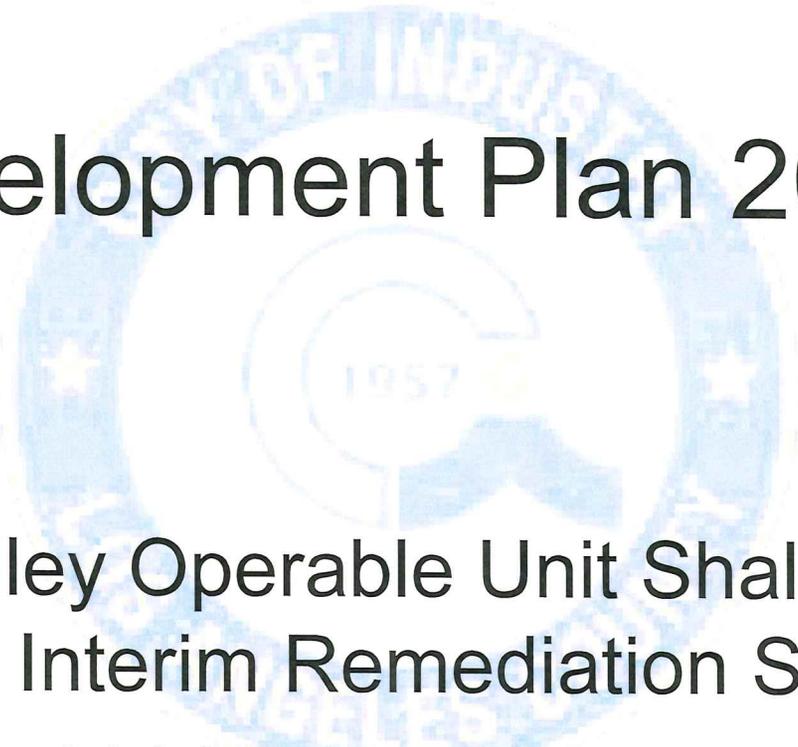
PowerPoint Presentation – Development Plan 20-03

[Attached]



City Council

September 24, 2020

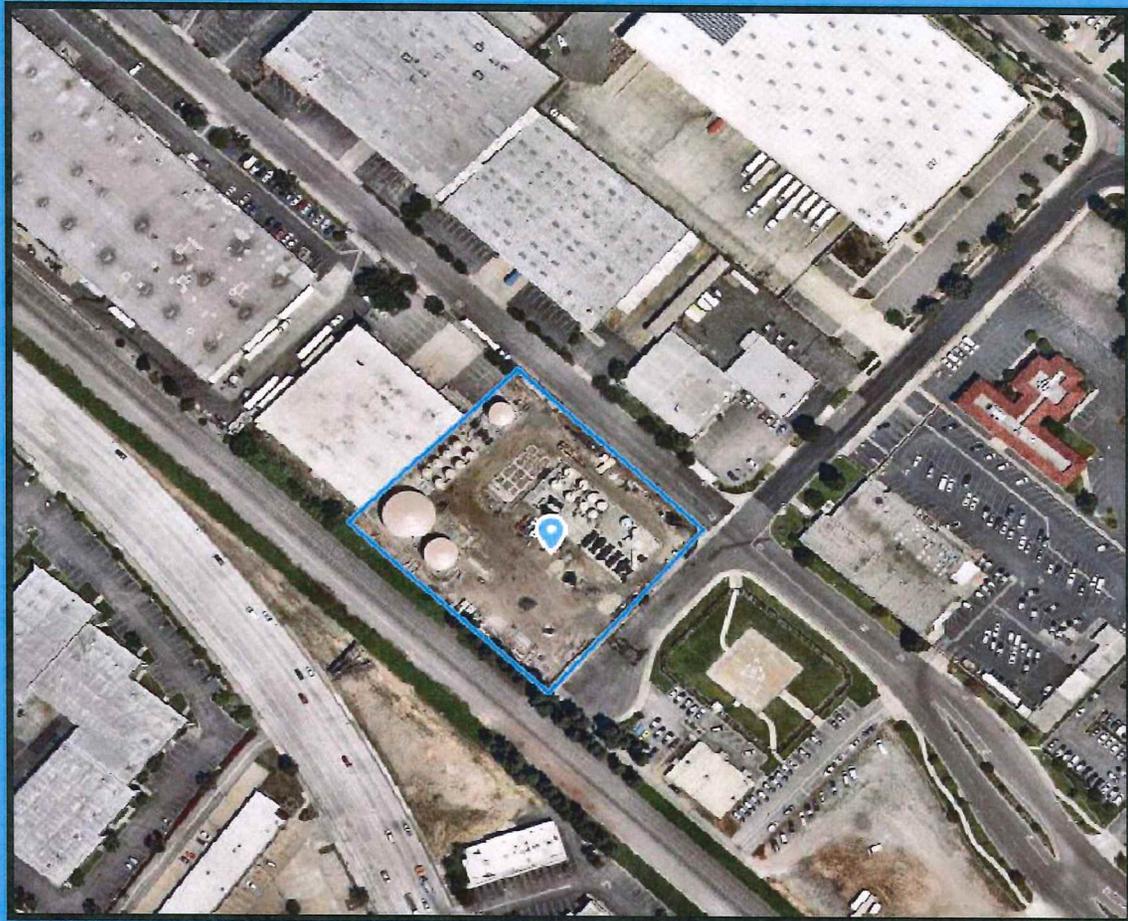


Development Plan 20-03

Puente Valley Operable Unit Shallow Zone –
South Interim Remediation System

111 Hudson Avenue

Location Map



Current Site: Under Construction per Development Plan 17-12



Site Plan



**View from
South/Southwest**
(greyed area shows under
construction Intermediate Zone
treatment system)

Elevation



View from Hudson Ave. cul-de-sac



Final Staff Analysis:

- Pursuant to Section 15050(b) of the CEQA Guidelines, the City, as a responsible agency for the proposed project, hereby certifies that it has reviewed and considered information contained in the Mitigated Negative Declaration adopted on February 24, 2020 by the La Puente Valley County Water District, the Lead Agency.
- **Adopt Resolution No. CC 2020-35**

CITY COUNCIL

ITEM NO. 6.4



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council

FROM: Troy Helling, City Manager *TH*

STAFF: Joshua Nelson, Director of Public Works/City Engineer
Mathew Hudson, Project Manager, CNC Engineering

DATE: September 24, 2020

SUBJECT: Consideration of Resolution No. CC 2020-36 – A Resolution of the City Council of the City of Industry, California, Summarily Vacating a Roadway Slope Easement on Gale Avenue East of its Intersection with Azusa Avenue, in the City of Industry, California

Background:

On September 8, 2020, the Planning Commission adopted Resolution No. PC 2020-04 making certain findings that the summary vacation of a roadway slope easement on Gale Avenue, east of its intersection with Azusa Avenue, conforms to the City's General Plan. During the construction of the SR 60 Freeway, Caltrans quitclaimed a remnant Roadway Slope Easement to the City. The easement encroaches onto two parcels now known as 17673 and 17695 Gale Avenue.

Discussion:

The City ultimately widened Gale Avenue to its current width which removed the necessity of the slope easement. PT Enterprises, LLC is currently in construction at 17673 and 17695 Gale Avenue, and to finalize the entitlement, the City needs to vacate the existing easement.

Fiscal Impact:

There is no Fiscal Impact.

Recommendation:

Staff recommends the City Council adopt Resolution No. CC 2020-36 to summarily vacate the roadway slope easement and record the Resolution at the County of Los Angeles Recorder's office.

Exhibit:

A. Resolution No. CC 2020-36

TH/JN/MH:jf

EXHIBIT A

Resolution No. CC 2020-36

[Attached]

RESOLUTION NO. CC 2020-36

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
INDUSTRY SUMMARILY VACATING A ROADWAY SLOPE
EASEMENT ON GALE AVENUE EAST OF ITS
INTERSECTION WITH AZUSA AVENUE, IN THE CITY OF
INDUSTRY, CALIFORNIA**

RECITALS

WHEREAS, The City ultimately widened Gale Avenue to its current width which removed the necessity of the slope easement; and

WHEREAS, pursuant to Section 8333 of the Streets and Highways Code, the City Council may summarily vacate a public service easement when the easement has been superseded by relocation, or determined to be excess by the easement holder, and there are no other public facilities within the easement. As set forth above, due to the widening of Gale Avenue, the slope easement is no longer necessary, and there are no other public facilities within the easement; and

WHEREAS, in accordance with the provisions set forth in Section 8335 of the Streets and Highways Code, the City Council may vacate a public service easement through the adoption of a resolution of vacation; and

WHEREAS, pursuant to the provisions of Government Code Section 65402, prior to vacating real property, the City's Planning Commission is required to make a finding that the vacation is in conformity with the City's General Plan; and

WHEREAS, on September 8, 2020, the City's Planning Commission adopted Resolution PC 2020-04, finding that the City's vacation of the roadway slope easement on Gale Avenue east of its intersection with Azusa Avenue, is consistent with the City's General Plan; and

WHEREAS, from and after the date this Resolution is recorded, the roadway slope easement on Gale Avenue east of its intersection with Azusa Avenue no longer constitutes a public service easement.

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

SECTION 1: That the above recitals are true and correct, and are incorporated herein by reference.

SECTION 2: That roadway slope easement located in the City of Industry, as described in the attached legal description marked Exhibit "A", and as shown on the attached map marked Exhibit "B", attached hereto and incorporated herein by reference, is unnecessary for present or prospective public use, has been superseded

by relocation and there are no other public facilities within the easement, and the City does hereby vacate the public service easement set forth in Exhibits A and B.

SECTION 3. The City Clerk shall cause a certified copy of this Resolution of Vacation, attested under seal, to be recorded without acknowledgement, certificate of acknowledgement, or further proof, in the office of the Recorder of the County of Los Angeles. Upon such recordation, this vacation shall be complete.

SECTION 4: 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 5: 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 City Council of the City of Industry at a regular meeting held on September 24, 2020 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

CITY COUNCIL
SEPTEMBER 24, 2020

ITEM NO. 6.4
HAND-OUT

EXHIBIT "A"

Legal No.1030

LEGAL DESCRIPTION

VACATION OF SLOPE EASEMENT

(APN, 8264-012-038, 8264-012-923 and 8264-013-914)

THOSE PORTIONS OF PARCELS 18, 20 AND 21 OF PARCEL MAP No. 234, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 188, PAGES 74 THROUGH 77, INCLUSIVE OF PARCEL MAPS, IN THE COUNTY RECORDER OF SAID COUNTY, DELIGNATED AND SHADED AS A SLOPE EASEMENT ON MAPS RECORDED ON SEPTEMBER 20, 1965 PER STATE HIGHWAY MAP NO. 1, PAGES 98, 99 AND 100, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT DISTANT NORTH 81°31'24" WEST, 162.29 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL 21, SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF GALE AVENUE 62 FEET WIDE; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF SAID PARCEL 21 AND SAID NORTHERLY RIGHT OF WAY LINE OF GALE AVENUE SOUTH 81°31'24" EAST, 612.12 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID PARCEL 18 DISTANT NORTH 81°31'24" WEST, 6.82 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL 18; THENCE LEAVING SAID SOUTHERLY LINE OF PARCEL 18 AND THE NORTHERLY RIGHT OF WAY LINE OF GALE AVENUE NORTH 78°39'37 WEST, 380.39 FEET; THENCE NORTH 85°48'45" WEST, 167.54 FEET; THENCE NORTH 87°11'47" WEST, 65.45' TO THE **POINT OF BEGINNING.**

CONTAINING 5,948 SQUARE FEET (0.1365 ACRES) OF LAND, MORE OR LESS.



TEDDY Y. OHANA, PLS 8583

CNC Engineering

Job No. MP 12-03#3

Checked by: VS

September 22, 2020



CITY COUNCIL

ITEM NO. 6.5



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council

FROM: Troy Helling, City Manager *TH*

STAFF: Sam Pedroza, Public Affairs Manager

DATE: September 24, 2020

SUBJECT: Consideration of Advertising with Civic Publications, Inc., in the amount of \$85,636.00 for upcoming fiscal year publications

Background:

Civic Publications, Inc., ("Civic Publications") publishes a variety of special sections that are inserted in the Los Angeles Times and San Gabriel Valley Tribune throughout the year. The special section publications focus on specific issues such as water, sustainable living, capital improvement projects, and civic leadership. These publications highlight readers on the mission and goals of the City of Industry.

Discussion:

The City has been advertising with Civic Publications since 2019 in various publication spreads such as Community Profiles magazine, Mobility special section, Civic Leadership, and Earth Day. These publications have given the City positive community exposure in both newspaper outlets, Los Angeles Times, and the San Gabriel Valley Tribune. Staff is requesting approval of the upcoming publications for the upcoming fiscal year in the amount of \$85,636, so that there is no lapse in meeting printing deadlines.

Fiscal Impact:

In the Fiscal Year 2020/2021 budget, \$350,000 was approved for Community Promotions and Economic Development. No appropriations are required at this time (Account No. 100-621-5601).

Recommendation:

- 1) Staff recommends that the City Council approve advertising with Civic Publications Inc., in the amount of \$85,636 for upcoming fiscal year publications.

Exhibit:

A. Proposal from Civic Publications, Inc.

TH/SP:yp

EXHIBIT A

Proposal from Civic Publications, Inc.

[Attached]



CIVIC Publications, Inc.

Christopher W. Lancaster
Publisher

August 10, 2020

Sam Pedrosa
Public Affairs and
Government Liaison Manager
City of Industry
15625 East Stafford Street
City of Industry, CA 91744

Re: Proposal for Remainder of 2020-21 FY

Dear Mr. Pedrosa:

Pursuant to our conversation submitted for your consideration is this proposal for the City of Industry to participate in upcoming Civic Publications inserts. I would like to propose the following publications.

- | | |
|-----------------------|----------------|
| 1. Mobility | September 2020 |
| 2. Civic Leadership | January 2021 |
| 3. Earth Day | April 2021 |
| 4. Community Profiles | June 2021 |

For pricing please see **(Exhibit A)**. Pricing includes design, writing, printing, layout and distribution in the Los Angeles Times and/or the Southern California Newspaper Group (SCNG).

Each of these publications will inform and educate newspaper readers and the residents you serve regarding the importance of the city of Industry to the region and economy.

If you have any questions, I can be reached at 909-524-8952.

Sincerely,



Christopher W. Lancaster
Publisher

**City of Industry
Public Outreach Proposal
FY 2020-21**

Exhibit A

<u>Publication</u>	<u>Month</u>	<u>Amount</u>	<u>Publication</u>
Mobility	September	\$19,034.00	LA Times
Civic Leadership	February	\$19,034.00	LA Times & SGVN
Earth day	April	\$9,500.00	LA Times & SGVN
Community Profiles	June	\$38,068.00	LA Times
		Total	
		\$ 85,636.00	

Special Sections and Advertorials to feature messaging on business, budget items, public works projects and Industry's contribution to the regional economy and overall benefit to the region.

Prepared by Chris Lancaster 8/10/20



CITY COUNCIL

ITEM NO. 6.6



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council

FROM: Troy Helling, City Manager *TH*

STAFF: Joshua Nelson, Director of Public Works/City Engineer
James Cramsie, Director of Engineering, CNC Engineering

DATE: September 24, 2020

SUBJECT: Consideration of a Transfer Agreement with the Los Angeles County Flood Control District for the transfer and acceptance of Municipal Funds from the Safe, Clean Water Program through June 30, 2024

Background:

In November 2018, the voters of Los Angeles County approved, by more than a 2/3 majority, Measure W, now referred to as The Safe, Clean Water Program ("SCW"). Measure W amended the Los Angeles County Flood Control District ("District") Code to establish the SCW Program. The purpose of the SCW Program is to provide funding for projects and programs to increase stormwater and urban runoff capture and reduce stormwater and urban runoff pollution, improving water quality, increasing water supply, and enhancing communities. The estimated annual revenue of the SCW Program is \$285 million. The revenue is generated by a special parcel tax on private properties in the Los Angeles County Flood Control District. The special parcel tax is based on the amount of impervious surface on a property. The special parcel tax is set at \$0.025/Square Foot of impervious area. The SCW Program established the Municipal Program, which will receive 40 percent of the revenue as a part of the measure's local return.

On March 9, 2020, the District initiated a 30-day public review of the draft Transfer Agreement template and held two online open house review sessions for interested parties on March 31, 2020, and April 2, 2020. All public comments received prior to the close of the public review on April 7, 2020, were considered for incorporation into the transfer agreement templates. City staff and legal counsel reviewed the draft Transfer Agreement and provided written comments within the public comment period.

On June 9, 2020, the Los Angeles Board of Supervisors approved the final version of the Municipal Transfer Agreement and authorized the District to retain and distribute all Safe, Clean Water Program Funds.

Discussion:

Entering into the Transfer Agreement with the District will allow for the distribution of SCW Program funds to the City of Industry for use within the guidelines established under the District SCW Program Ordinance. The District has estimated that the City shall receive approximately \$1,600,000.00 in SCW Program funds on an annual basis. This amount may vary from year to year, as it is an estimate.

There are two (2) criteria for municipalities to receive the SCW Program funds. The first is the execution of the Transfer Agreement and the second is the submittal of an Annual Plan which describes how the funds are anticipated to be used in the forthcoming fiscal year. Since this is the first year of the project, the Annual Plan will need to be submitted along with the Transfer Agreement. The executed Transfer Agreement will expire every four (4) years, at which time, a new agreement will need to be entered into.

The District shall disburse the Municipalities SCW Program Payment for Fiscal Year 2020-21 within 45-days of the signed Transfer Agreement or within 14-days of the District's receipt of the Annual Plan for Fiscal Year 2020-21 in compliance with Exhibit A of the Agreement, whichever comes later. The initial disbursement of SCW Program Payments shall include the amount of revenue collected by the District at the time of Agreement execution.

Fiscal Impact:

The City will receive funds from the District for each fiscal year. For FY 2020-21, an estimated \$1,600,000 will be received. The City will have up to five years to expend the funds received in each fiscal year.

Recommendation:

It is recommended that the City Council approve the Transfer Agreement with the Los Angeles County Flood Control District.

Exhibit:

- A. Transfer Agreement Between the Los Angeles County Flood Control District and Industry, Agreement No. 2020MP35, for the Safe, Clean Water Program – Municipal Program.

TH/JN/JC:jf

EXHIBIT A

Transfer Agreement Between the Los Angeles County Flood Control District and Industry, Agreement No. 2020MP35, for the Safe, Clean Water Program – Municipal Program

**TRANSFER AGREEMENT BETWEEN
THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
AND
INDUSTRY
AGREEMENT NO. 2020MP35
SAFE, CLEAN WATER PROGRAM – MUNICIPAL PROGRAM**

This Transfer Agreement, hereinafter referred to as "Agreement," is entered into as of June 25, 2020 by and between the Los Angeles County Flood Control District, hereinafter referred to as "District," and Industry, hereinafter referred to as "Municipality."

WHEREAS, District, pursuant to the Los Angeles Region Safe, Clean Water (SCW) Program ordinance (Chapter 16 of the Los Angeles County Flood Control District Code) and the SCW Program Implementation Ordinance (Chapter 18 of the Los Angeles County Flood Control District Code), administers the SCW Program for the purpose of funding Projects and Programs to increase stormwater and urban runoff capture and reduce stormwater and urban runoff pollution in the District;

WHEREAS, pursuant to Section 16.04.A.2. of the Los Angeles County Flood Control District Code, forty percent (40%) of annual SCW Program tax revenues shall be allocated to Municipalities within the District, in the same proportion as the amount of revenues collected within each Municipality, to be expended by those cities within the cities' respective jurisdictions and by the County within the unincorporated areas that are within the boundaries of the District, for the implementation, operation and maintenance, and administration of Projects and Programs, in accordance with the criteria and procedures established in this Chapters 16 and 18 of the Los Angeles County Flood Control District Code;

WHEREAS, pursuant to Section 16.05.A.1. of the Los Angeles County Flood Control District Code, prior to their receipt of SCW Program funds, Municipalities must enter into an agreement with the District to transfer SCW Program funds;

WHEREAS, the County of Los Angeles Board of Supervisors has approved a standard template Agreement, as required by and in accordance with Section 18.09 of the Los Angeles County Flood Control District Code, for the transfer of SCW Program funds to Municipalities.

NOW, THEREFORE, in consideration of the promises, mutual representations, covenants and agreements in this Agreement, the District and the Municipality, each binding itself, its successors and assigns, do mutually promise, covenant, and agree as follows:

I. DEFINITIONS

The definitions set forth in Sections 16.03 and 18.02 of the Los Angeles County Flood Control District Code shall apply to this Agreement. In addition, the following definitions shall also apply:

“Agreement” means this Transfer Agreement, including all exhibits and attachments hereto.

“Annual Plan” means the plan referred to in Section 18.09.B.5 of the Code that includes the contents specified in Exhibit A.

"Code" means the Los Angeles County Flood Control District Code.

“Days” means calendar days unless otherwise expressly indicated.

“Fiscal Year” means the period of twelve (12) months terminating on June 30 of any year.

“Safe Clean Water (SCW) Program Payment” means the Municipality's annual allocation of SCW Program funds as described in Section 16.04.A.2. of the Code disbursed by the District to the Municipality.

“Year” means calendar year unless otherwise expressly indicated.

II. PARTY CONTACTS

The District and the Municipality designate the following individuals as the primary points of contact and communication regarding the Municipal Program and the administration and implementation of this Agreement.

Los Angeles County Flood Control District		Municipality: Industry	
Name:		Name:	
Address:		Address:	
Phone:		Phone:	
Email:		Email:	

Either party to this Agreement may change the individual identified as the primary point of contact above by providing written notice of the change to the other party.

III. EXHIBITS INCORPORATED BY REFERENCE

The following exhibits to this Agreement, including any amendments and supplements hereto, are hereby incorporated herein and made a part of this Agreement:

EXHIBIT A – ANNUAL PLAN CONTENTS

EXHIBIT B – GENERAL TERMS AND CONDITIONS

EXHIBIT C – NATURE-BASED SOLUTIONS (Best Management Practices)

EXHIBIT D – OPERATIONS AND MAINTENANCE GUIDANCE DOCUMENT

IV. MUNICIPAL PROGRAM IMPLEMENTATION

- A. The Municipality shall annually prepare and submit to the District, an Annual Plan. The Annual Plan for the 2020-21 Fiscal Year shall be submitted to the District no later than 45-days after the execution of this Agreement by the last party to sign. An Annual Plan for each subsequent Fiscal Year shall be submitted not later than 90-days prior to the start of the Fiscal Year for which the Plan is prepared.
- B. The Municipality shall utilize the SCW Program Payments in compliance with Chapters 16 and 18 of the Code.
- C. The Municipality shall comply with the terms and conditions in Exhibits B, C, and D, of this Agreement, and all applicable provisions of Chapters 16 and 18 of the Code, specifically including, without limitation, Section 18.06.

V. SCW PROGRAM PAYMENTS TO MUNICIPALITIES

- A. The District shall disburse the Municipality's SCW Program Payment for the 2020-21 Fiscal Year within 45-days of the signed executed Agreement or within 14-days of the District's receipt of the Annual Plan for 2020-21 Fiscal Year in compliance with Exhibit A, whichever comes later. The initial disbursement of SCW Program Payments shall include the amount of revenue collected by the District at the time of Agreement execution; any additional funds that are subsequently collected will be disbursed by August 31, 2020.
- B. SCW Program Payments in subsequent Fiscal Years will generally be available for disbursement by August 31, provided a duly executed transfer agreement is in effect and subject to the Municipality's compliance with the conditions described in paragraph C, below; however the District may, in its discretion, change the date and number of the actual disbursements for any Fiscal Year based on the amount and timing of revenues actually collected by the District.
- C. For subsequent Fiscal Years, the District shall disburse the Municipality's SCW Program Payment upon satisfaction of the following conditions: (1) the District has received the Annual Progress/Expenditure Report required pursuant to Section 18.06.D of the Code; (2) the District has received Municipality's Annual Plan for that Fiscal Year, and (3) the Municipality has complied with the audit requirements of Section B-6 of Exhibit B.
- D. Notwithstanding any other provision of this Agreement, no disbursement shall be made at any time or in any manner that is in violation of or in conflict with federal, state, County laws, policies, or regulations.
- E. All disbursements shall be subject to and be made in accordance with the terms and conditions in this Agreement and Chapters 16 and 18 of the Code.

VI. Term of Agreement

This Agreement shall expire at the end of the 2023-24 Fiscal Year. The parties shall thereafter enter into a new agreement based on the most recent standard template agreement approved by the Board.

VII. Execution of Agreement

This Agreement may be executed simultaneously or in any number of counterparts, including both counterparts that are executed manually on paper and counterparts that are in the form of electronic records and are executed electronically, whether digital or encrypted, each of which shall be deemed an original and together shall constitute one and the same instrument.

The District and the Municipality hereby agree to regard facsimile/electronic representations of original signatures of authorized officers of each party, when appearing in appropriate places on this Agreement and on any addenda or amendments thereto, delivered or sent via facsimile or electronic mail or other electronic means, as legally sufficient evidence that such original signatures have been affixed to this Agreement and any addenda or amendments thereto such that the parties need not follow up facsimile/electronic transmissions of such documents with subsequent (non-facsimile/electronic) transmission of "original" versions of such documents.

Further, the District and the Municipality: (i) agree that an electronic signature of any party may be used to authenticate this Agreement or any addenda or amendment thereto, and if used, will have the same force and effect as a manual signature; (ii) acknowledge that if an electronic signature is used, the other party will rely on such signature as binding the party using such signature, and (iii) hereby waive any defenses to the enforcement of the terms of this agreement based on the foregoing forms of signature.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

INDUSTRY

By: _____

Name:

Title:

Date: _____

LOS ANGELES COUNTY
FLOOD CONTROL DISTRICT:

By: _____

Name:

Title:

Date: _____

EXHIBIT A – ANNUAL PLAN CONTENTS

- A-1. Description of all projects anticipated to be funded using the SCW Program Payment. Include a discussion of how the projects will result in the achievement of one or more SCW Program Goals, including quantitative targets and corresponding metrics for subsequent reporting of all applicable parameters.
- A-2. Description of all programs anticipated to be funded using the SCW Program Payment. Include a discussion of how the programs will result in the achievement of one or more SCW Program Goals; including quantitative targets and corresponding metrics for subsequent reporting of all applicable parameters.
- A-3. Description of all operation and maintenance activities anticipated to be funded using the SCW Program Payment. Include a discussion of how those activities will result in the achievement of one or more SCW Program Goals. Additional operation and maintenance activities, even if funded by other sources, should be referenced to provide an overview of anticipated overall project approach.
- A-4. Description of the stakeholder and community outreach/engagement activities anticipated to be funded with the SCW Program Payment, including discussion of how local NGOs or CBOs will be involved, if applicable, and if not, why. Additional outreach/engagement activities, even if funded by other sources, should be referenced to provide an overview of anticipated overall project approach.
- A-5. Description of post-construction monitoring for projects completed using the SCW Program Payment. Additional post-construction monitoring activities, even if funded by other sources, should be referenced to provide an overview of anticipated overall project approach.
- A-6. Provide the status of any projects that have been awarded (or are seeking award of) Institute for Sustainable Infrastructure (ISI) verification, if applicable.
- A-7. Provide the budget for the activities described in provisions A1 through A-5 SCW Program Payment.

EXHIBIT B – GENERAL TERMS AND CONDITIONS

B-1. Accounting and Deposit of Funding Disbursement

1. SCW Program Payments distributed to the Municipality shall be held in a separate interest-bearing account and shall not be combined with other funds. Interest earned from each account shall be used by the Municipality only for eligible expenditures consistent with the requirements of the SCW Program.
2. The Municipality shall not be entitled to interest earned on undisbursed SCW Program Payments; interest earned prior to disbursement is property of the District.
3. The Municipality shall operate in accordance with Generally Accepted Accounting Principles (GAAP).
4. The Municipality shall be strictly accountable for all funds, receipts, and disbursements for their SCW Program Payment.

B-2. Acknowledgement of Credit and Signage

The Municipality shall include appropriate acknowledgement of credit to the District's Safe, Clean Water Program for its support when promoting activities funded with SCW Program funds or using any data and/or information developed SCW Program funds. When the SCW Program Payment is used, in whole or in part, for construction of an infrastructure Project, signage shall be posted in a prominent location at Project site(s) or at the Municipality's headquarters and shall include the Safe, Clean Water Program color logo and the following disclosure statement: "Funding for this project has been provided in full or in part from the Los Angeles County Flood Control District's Safe, Clean Water Program." At a minimum the sign shall be 2' x 3' in size. The Municipality shall also include in each of its contracts for work under this Agreement a provision that incorporates the requirements stated within this paragraph.

When the SCW Program Payment is used, in whole or in part, for a scientific study, the Municipality shall include the following statement in the study report: "Funding for this study has been provided in full or in part from the Los Angeles County Flood Control District's Safe, Clean Water Program." The Municipality shall also include in each of its contracts for work under this Agreement a provision that incorporates the requirements stated within this paragraph.

B-3. Acquisition of Real Property - Covenant

Any real property acquired in whole or in part with SCW Program funds shall be used for Projects and Programs that are consistent with the SCW Program Goals and with the provisions of Chapter 16 and 18 of the Code.

Any Municipality that acquires the fee title to real property using, in whole or in part, SCW Program funds shall record a document in the office of the Registrar-Recorder/County

Clerk containing a covenant not to sell or otherwise convey the real property without the prior express written consent of the District, which consent shall not be unreasonably withheld.

B-4. Amendment

Except as provided in Section II of the Agreement, no amendment or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties. No oral or written understanding or agreement not incorporated in this Agreement is binding on any of the parties.

B-5. Assignment

The Municipality shall not assign this Agreement.

B-6. Audit and Recordkeeping

1. The Municipality shall retain for a period of seven (7) years, all records necessary in accordance with Generally Accepted Accounting Principles to determine the amounts expended, and eligibility of Projects implemented using SCW Program Payments. The Municipality, upon demand by authorized representatives of the District, shall make such records available for examination and review or audit by the District or its authorized representatives. Records shall include accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files, including documentation covering negotiated settlements, invoices, and any other supporting evidence deemed necessary to substantiate charges related to SCW Program Payments and expenditures.
2. The Municipality is responsible for obtaining an independent audit to determine compliance with the terms and conditions of this Agreement and all requirements applicable to the Municipality contained in chapters 16 and 18 of the Code. Municipality shall obtain an independent audit of their SCW Program Payments every three (3) years. Audits shall be funded with Municipal Program funds.
3. Municipality shall file a copy of all audit reports by the ninth (9th) month from the end of each three (3) year period to detail the preceding three (3) years of expenditures. Audit reports shall be posted on the District's publicly accessible website.

Every Third Fiscal Year		
<u>Fiscal Year</u>	<u>Audit Begins</u>	<u>Audit Report Due to District</u>
2020-21	7/1/2023	No later than 3/31/2024

4. Upon reasonable advanced request, the Municipality shall permit the Chief Engineer to examine the infrastructure Projects using SCW Program Payments. The Municipality shall permit the authorized District representative, including the Auditor-Controller, to examine, review, audit, and transcribe any and all audit

reports, other reports, books, accounts, papers, maps, and other records that relate to the SCW Program Payments. Examination activities are considered District administration of the SCW Program.

5. Expenditures determined by an audit to be in violation of any provision of Chapters 16 or 18 of the Code, or of this Agreement, shall be subject to the enforcement and remedy provisions of Section 18.14 of the Code.

B-7. Availability of Funds

District's obligation to disburse the SCW Program Payment is contingent upon the availability of sufficient funds to permit the disbursements provided for herein. If sufficient funds are not available for any reason including, but not limited to, failure to fund allocations necessary for disbursement of the SCW Program Payment, the District shall not be obligated to make any disbursements to the Municipality under this Agreement. This provision shall be construed as a condition precedent to the obligation of the District to make any disbursements under this Agreement. Nothing in this Agreement shall be construed to provide the Municipality with a right of priority for disbursement over any other Municipality. If any disbursements due to the Municipality under this Agreement are deferred because sufficient funds are unavailable, it is the intention of the District that such disbursement will be made to the Municipality when sufficient funds do become available, but this intention is not binding. If this Agreement's funding for any Fiscal Year is reduced or deleted by order of the Board, the District shall have the option to either cancel this Agreement with no liability occurring to the District or offer an amendment to the Municipality to reflect the reduced amount.

B-8. Choice of Law

The laws of the State of California govern this Agreement.

B-9. Claims

Any claim of the Municipality is limited to the rights, remedies, and claims procedures provided to the Municipality under this Agreement. Municipal expenditures of a SCW Program Payment that involves the District shall utilize a separate and specific agreement to that Project that includes appropriate indemnification superseding that in this Agreement.

B-10. Compliance with SCW Program

The Municipality shall comply with and require its contractors and subcontractors to comply with all provisions of Chapters 16 and 18 of the Code.

B-11. Compliance with Law, Regulations, etc.

The Municipality shall, at all times, comply with and require its contractors and subcontractors to comply with all applicable local, state and federal laws, rules, guidelines, regulations, and requirements.

B-12. Continuous Use of Municipal Projects; Lease or Disposal of Municipal Projects

The Municipality shall not abandon, substantially discontinue use of, lease, or dispose of all or a significant part or portion of any Project funded in whole or in part with SCW Program Payments during the useful life (defined as 30 years unless specified otherwise in annual plans and subsequent reports) of the Project without prior written approval of the District. Such approval may be conditioned as determined to be appropriate by the District, including a condition requiring repayment of a pro rata amount of the SCW Program Payments used to fund the Project together with interest on said amount accruing from the date of lease or disposal of the Project.

B-13. Disputes

Should a dispute arise between the parties, the party asserting the dispute will notify the other parties in writing of the dispute. The parties will then meet and confer within 21 calendar days of the notice in a good faith attempt to resolve the dispute.

If the matter has not been resolved through the process set forth in the preceding paragraph, any party may initiate mediation of the dispute. Mediation will be before a retired judge or mediation service mutually agreeable to the parties. All costs of the mediation, including mediator fees, will be paid one-half by the District and one-half by the Municipality. SCW Program Payments shall not be used to pay for any costs of the mediation.

The parties will attempt to resolve any dispute through the process set forth above before filing any action relating to the dispute in any court of law.

B-14. Final Inspection and Certification of Registered Professional

Upon completion of the design phase and before construction of a project, the Municipality shall provide certification by a California Registered Professional (i.e., Professional Civil Engineer, Engineering Geologist) that the design has been completed.

Upon completion of the project, the Municipality shall provide for a final inspection and certification by a California Registered Professional (i.e., Professional Civil Engineer, Engineering Geologist), that the Project has been completed in accordance with submitted final plans and specifications and any modifications thereto and in accordance with this Agreement.

B-15. Force Majeure.

In the event that Municipality is delayed or hindered from the performance of any act required hereunder by reason of strikes, lockouts, labor troubles, inability to procure materials not related to the price thereof, riots, insurrection, war, or other reasons of a like nature beyond the control of the Municipality, then performance of such acts shall be excused for the period of the delay, and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay.

B-16. Funding Considerations and Exclusions

1. All expenditures of SCW Program Payments by Municipality must comply with the provisions of Chapters 16 and 18 of the Los Angeles County Flood Control District Code, including but not limited to the provisions regarding eligible expenditures contained in Section 16.05.A.2 and the provision regarding ineligible expenditures contained in Section 16.05.A.3.
2. SCW Program Payments shall not be used in connection with any Project implemented as an Enhanced Compliance Action ("ECA") and/or Supplemental Environmental Project ("SEP") as defined by State Water Resources Control Board Office of Enforcement written policies, or any other Project implemented pursuant to the settlement of an enforcement action or to offset monetary penalties imposed by the State Water Resources Control Board, a Regional Water Quality Control Board, or any other regulatory authority; provided, however, that SCW funds may be used for a Project implemented pursuant to a time schedule order ("TSO") issued by the Los Angeles Regional Water Quality Control Board if, at the time the TSO was issued, the Project was included in an approved watershed management program (including enhanced watershed management programs) developed pursuant to the MS4 Permit.

B-17. Indemnification

The Municipality shall indemnify, defend and hold harmless the District, the County of Los Angeles and their elected and appointed officials, agents, and employees from and against any and all liability and expense, including defense costs, legal fees, claims, actions, and causes of action for damages of any nature whatsoever, including but not limited to bodily injury, death, personal injury, or property damage, arising from or in conjunction with: (1) any Project or Program implemented by the Municipality, in whole or in part, with SCW Program Payments or (2) any breach of this Agreement by the Municipality.

B-18. Independent Actor

The Municipality, and its agents and employees, if any, in the performance of this Agreement, shall act in an independent capacity and not as officers, employees, or agents of the District.

The Municipality shall not contract work with a contractor who is in a period of debarment from any agency within the District. (LACC Chapter 2.202)

B-19. Integration

This is an integrated Agreement. This Agreement is intended to be a full and complete statement of the terms of the agreement between the District and Municipality, and expressly supersedes any and all prior oral or written agreements, covenants, representations and warranties, express or implied, concerning the subject matter of this Agreement.

B-20. Lapsed Funds

1. The Municipality shall be able to carry over uncommitted SCW Program Payments for up to five (5) years from the end of the fiscal year in which those funds are transferred from the District to the Municipality.
2. If the Municipality is unable to expend the SCW Program Payment within five (5) years from the end of the fiscal year in which those funds are transferred from the District to the Municipality, then lapsed funding procedures will apply. Lapsed funds are funds that were transferred to the Municipality but were not committed to eligible expenditures by the end of the fifth (5th) fiscal year after the fiscal year in which those funds were transferred from the District.
3. Lapsed funds shall be allocated by the Watershed Area Steering Committee of the respective Watershed Area to a new Project with benefit to that Municipality, if feasible in a reasonable time frame, or otherwise to the Watershed Area.
4. In the event that funds are to lapse, due to circumstances beyond the Municipality's control, then the Municipality may request an extension of up to twelve (12) months in which to commit the funds to eligible expenditures. Extension Requests must contain sufficient justification and be submitted to the District in writing no later than three (3) months before the funds are to lapse.
5. The decision to grant an extension is at the sole discretion of the District.
6. Funds still uncommitted to eligible expenditures after an extension is granted will be subject to lapsed funding procedures without exception.

<u>Fiscal Year Transferred</u>	<u>Funds Lapse After</u>	<u>Extension Request Due</u>	<u>Commit By</u>
2019-20	6/30/2025	No later than 3/31/2025	No later than 6/30/2026

B-21. Municipal Project Access

Upon reasonable advance request, the Municipality shall ensure that the District or any authorized representative, will have safe and suitable access to the site of any Project implemented by the Municipality in whole or in part with SCW Program Payments at all reasonable times.

B-22. Non-Discrimination

The Municipality agrees to abide by all federal, state, and County laws, regulations, and policies regarding non-discrimination in employment and equal employment opportunity.

B-23. No Third-Party Rights

The parties to this Agreement do not create rights in, or grant remedies to, any third party as a beneficiary of this Agreement, or of any duty, covenant, obligation, or undertaking established herein

B-24. Notice

1. The Municipality shall notify the District in writing within five (5) working days of the occurrence of the following:
 - a. Bankruptcy, insolvency, receivership or similar event of the Municipality; or
 - b. Actions taken pursuant to State law in anticipation of filing for bankruptcy.
2. The Municipality shall notify the District within ten (10) working days of any litigation pending or threatened against the Municipality regarding its continued existence, consideration of dissolution, or disincorporation.
3. The Municipality shall notify the District promptly of the following:
 - a. Any significant deviation from the submitted Annual Plan for the current Fiscal Year, including discussion of any major changes to the scope of funded projects or programs, noteworthy delays in implementation, reduction in benefits or community engagement, and/or modifications that change the SCW Program Goals intended to be accomplished.
 - b. Discovery of any potential archaeological or historical resource. Should a potential archaeological or historical resource be discovered during construction, the Municipality agrees that all work in the area of the find will cease until a qualified archaeologist has evaluated the situation and made recommendations regarding preservation of the resource, and the District has determined what actions should be taken to protect and preserve the resource. The Municipality agrees to implement appropriate actions as directed by the District.
 - c. Any public or media event publicizing the accomplishments and/or results of this Agreement and provide the opportunity for attendance and participation by District representatives with at least fourteen (14) days' notice to the District.

B-25. Municipality's Responsibility for Work

The Municipality shall be responsible for all work and for persons or entities engaged in work performed pursuant to this Agreement including, but not limited to, contractors, subcontractors, suppliers, and providers of services. The Municipality shall be responsible for responding to any and all disputes arising out of its contracts for work on the Project. The District will not mediate disputes between the Municipality and any other entity concerning responsibility for performance of work.

B-26. Reporting

The Municipality shall be subject to and comply with all applicable requirements of the District regarding reporting requirements. Municipalities shall report available data through the SCW Reporting Module, once available.

1. Annual Progress/Expenditure Reports. The Municipality shall submit Annual Progress/Expenditure Reports, using a format provided by the District, within six (6) months following the end of the Fiscal Year to the District to detail the activities of the prior year. The Annual Progress/Expenditure Reports shall be posted on the District's publicly accessible website and on the Municipality's website. The Annual Progress/Expenditure Report shall include:
 - a. Amount of funds received;
 - b. Breakdown of how the SCW Program Payment has been expended;
 - c. Documentation that the SCW Program Payment was used for eligible expenditures in accordance with Chapters 16 and 18 of the Code;
 - d. Description of activities that have occurred, milestones achieved, and progress made to date, during the applicable reporting period including comparison to the Annual Plan and corresponding metrics;
 - e. Discussion of any existing gaps between what was planned and what was achieved for the prior year, include any lessons learned;
 - f. Description of the Water Quality Benefits, Water Supply Benefits, and Community Investment Benefits and a summary of how SCW Program Payments have been used to achieve SCW Program Goals for the prior year, including graphical representation of available data and specific metrics to demonstrate the benefits being achieved through the years' investments.
 - g. Discussion of alignment with other local, regional, and state efforts, resources, and plans, as applicable. This includes discussion of opportunities for addressing additional SCW Program Goals, leveraging SCW Program Goals, and increasing regional capacity to supplement the SCW Program.
 - h. Additional financial or Project-related information in connection with activity funded in whole or in part using SCW Program Payments as required by the District.
 - i. Certification from a California Registered Professional (Civil Engineer or Geologist, as appropriate), that projects implemented with SCW Program Payments were conducted in accordance with Chapters 16 and 18 of the Code.

- j. Report on annual and total (since inception of program) benefits provided by programs and projects funded by SCW Program Payment. This includes comparisons to annual plans and alignment with corresponding specific quantitative targets and metrics (note that SCW Reporting Module will facilitate calculation of benefits and graphical representation of pertinent data):
 - i. Annual volume of stormwater captured and treated
 - ii. Annual volume of stormwater captured and reused
 - iii. Annual volume of stormwater captured and recharged to a managed aquifer
 - iv. Annual creation, enhancement, or restoration of Community Investment Benefits. If none, discuss considerations explored and reasons to not include.
 - v. Annual acreage increases in Nature-Based Solutions and claimed level of NBS (with matrix demonstrating determination of good, better, best, as outlined in Exhibit C). If none, discuss considerations explored and reasons to not include.
 - vi. Annual expenditures providing DAC Benefits. If none, discuss considerations explored and reasons to not include.
2. Documentation of the Community Outreach and Engagement utilized for and/or achieved with the SCW Program Payment described in the Annual Plan Exhibit A. This information must be readily accessible to members of the public.
3. As Needed Information or Reports. The Municipality agrees to promptly provide such reports, data, and information as may be reasonably requested by the District including, but not limited to material necessary or appropriate for evaluation of the SCW Program or to fulfill any reporting requirements of the County, state or federal government.

B-27. Representations, Warranties, and Commitments

The Municipality represents, warrants, and commits as follows:

1. Authorization and Validity. The execution and delivery of this Agreement, including all incorporated documents, by the individual signing on behalf of Municipality, has been duly authorized by the governing body of Municipality, as applicable. This Agreement constitutes a valid and binding obligation of the Municipality, enforceable in accordance with its terms, except as such enforcement may be limited by law.
2. No Violations. The execution, delivery, and performance by the Municipality of this Agreement, including all incorporated documents, do not violate any provision of any law or regulation in effect as of the date set forth on the first page hereof, or result in any breach or default under any contract, obligation, indenture, or other

instrument to which the Municipality is a party or by which the Municipality is bound as of the date set forth on the first page hereof.

3. No Litigation. There are no pending or, to the Municipality's knowledge, threatened actions, claims, investigations, suits, or proceedings before any governmental authority, court, or administrative agency which affect the Municipality's ability to complete the Annual Plan.
4. Solvency. None of the transactions contemplated by this Agreement will be or have been made with an actual intent to hinder, delay, or defraud any present or future creditors of the Municipality. As of the date set forth on the first page hereof, the Municipality is solvent and will not be rendered insolvent by the transactions contemplated by this Agreement. The Municipality is able to pay its debts as they become due.
5. Legal Status and Eligibility. The Municipality is duly organized and existing and in good standing under the laws of the State of California. The Municipality shall at all times maintain its current legal existence and preserve and keep in full force and effect its legal rights and authority.
6. Good Standing. The Municipality must demonstrate it has not failed to comply with previous County and/or District audit disallowances within the preceding five years.

B-28. Travel

Any reimbursement for necessary ground transportation and lodging shall be at rates not to exceed those set by the California Department of Human Resources; per diem costs will not be eligible expenses. These rates may be found at <http://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx>. Reimbursement will be at the State travel amounts that are current as of the date costs are incurred by the Municipality. No travel outside the Los Angeles County Flood Control District region shall be reimbursed unless prior written authorization is obtained from the Program Manager.

B-29. Unenforceable Provision

In the event that any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable, the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.

B-30. Withholding of Disbursements and Material Violations

Notwithstanding any other provision of this Agreement, the District may withhold all or any portion of the SCW Program Payment for any Fiscal Year in the event that:

1. The Municipality has violated any provision of this Agreement; or

2. The Municipality fails to maintain reasonable progress in achieving SCW Program Goals, following an opportunity to cure.
3. Failure to remain in Good Standing, described in Section B-26 of Exhibit B.
4. Failure to submit annual reports on meeting SCW Program Goals.

EXHIBIT C – NATURE BASED SOLUTIONS (NBS) BEST MANAGEMENT PRACTICES

Municipalities shall consider incorporation of Nature-based solutions (NBS) into their projects. NBS refers to the sustainable management and use of nature for undertaking socio-environmental challenges, including climate change, water security, water pollution, food security, human health, and disaster risk management. As this environmental management practice is increasingly incorporated into projects for the SCW Program, this guidance document may be expanded upon to further quantify NBS practices based on benefits derived from their incorporation on projects.

The SCW Program defines NBS as a Project that utilizes natural processes that slow, detain, infiltrate or filter Stormwater or Urban Runoff. These methods may include relying predominantly on soils and vegetation; increasing the permeability of Impermeable Areas; protecting undeveloped mountains and floodplains; creating and restoring riparian habitat and wetlands; creating rain gardens, bioswales, and parkway basins; enhancing soil through composting, mulching; and, planting trees and vegetation, with preference for native species. NBS may also be designed to provide additional benefits such as sequestering carbon, supporting biodiversity, providing shade, creating and enhancing parks and open space, and improving quality of life for surrounding communities. NBS include Projects that mimic natural processes, such as green streets, spreading grounds and planted areas with water storage capacity. NBS may capture stormwater to improve water quality, collect water for reuse or aquifer recharge, or to support vegetation growth utilizing natural processes.

Municipalities are to include in each Annual Progress/Expenditure Report whether and how their project achieves a good, better, or best for each of the 6 NBS methods in accordance with the guidance below. Additionally, Annual Progress/ Expenditure Reports should include discussion on any considerations taken to maximize the class within each method. If at least 3 methods score within a single class, the overall project can be characterized as that class. Municipalities must attach a copy of the matrix for each project with the good, better, or best column indicated for each method, to facilitate District tracking of methods being utilized.



METHODS	GOOD	BETTER	BEST
Vegetation/Green Space	Use of climate-appropriate, eco-friendly vegetation (groundcover, shrubs, and trees) / green space 5%-15% covered by new climate-appropriate vegetation	Use of native, climate-appropriate, eco-friendly vegetation (groundcover, shrubs, and trees) / green space 16%-35% covered by new native vegetation	Establishment of plant communities with a diversity of native vegetation (groundcover, shrubs, and trees) / green space that is both native and climate-appropriate More than 35% covered by new native vegetation
Increase of Permeability	Installation of vegetated landscape – 25%-49% paved area removed Redesign of existing impermeable surfaces and/or installation of permeable surfaces (e.g. permeable pavement and infiltration trenches)	Installation of vegetated landscape – 50%-74% paved area removed Improvements of soil health (e.g., compaction reduction)	Installation of vegetated landscape – 75%-100% paved area removed Creation of well-connected and self-sustained natural landscapes with healthy soils, permeable surfaces, and appropriate vegetation
Protection of Undeveloped Mountains & Floodplains	<ul style="list-style-type: none"> • Preservation of native vegetation • Minimal negative impact to existing drainage system 	<ul style="list-style-type: none"> • Preservation of native vegetation • Installation of new feature(s) to improve existing drainage system 	<ul style="list-style-type: none"> • Creation of open green space • Installation of features to improve natural hydrology
Creation & Restoration of Riparian Habitat & Wetlands	<ul style="list-style-type: none"> • Partial restoration of existing riparian habitat and wetlands • Planting of climate appropriate vegetation - between 11 and 20 different climate-appropriate or native plant species newly planted • No potable water used to sustain the wetland 	<ul style="list-style-type: none"> • Full restoration of existing riparian habitat and wetlands • Planting of native vegetation - between 21 and 40 different native plant species newly planted • No potable water used to sustain the wetland 	<ul style="list-style-type: none"> • Full restoration and expansion of existing riparian habitat and wetlands Planting of plant communities with a diversity of native vegetation – between 41 and 50 different native plant species newly planted • No potable water used to sustain the wetland

<p>New Landscape Elements</p>	<p>Elements designed to capture runoff for other simple usage (e.g. rain gardens and cisterns), capturing the 85th percentile 24-hour storm event for at least 50% of the entire parcel</p>	<p>Elements that design to capture/redirect runoff and filter pollution (e.g. bioswales and parkway basins), capturing the 85th percentile 24-hour storm event from the entire parcel</p>	<p>Large sized elements that capture and treat runoff to supplement or replace existing water systems (e.g. wetlands, daylighting streams, groundwater infiltration, floodplain reclamation), capturing the 90th percentile 24-hour storm event from the entire parcel and/or capturing off-site runoff</p>
<p>Enhancement of Soil</p>	<p>Use of soil amendments such as mulch and compost to retain moisture in the soil and prevent erosion Planting of new climate-appropriate vegetation to enhance soil organic matter</p>	<p>Use of soil amendments such as mulch and compost that are locally generated to retain moisture in the soil, prevent erosion, and support locally based composting and other soil enhancement activities Planting of new native, climate-appropriate vegetation to enhance soil organic matter</p>	<p>Use of soil amendments such as mulch and compost that are locally generated, especially use of next-generation design with regenerative adsorbents (e.g. woodchips, biochar) to retain moisture in the soil, prevent erosion, and support on-site composting and other soil enhancement activities Planting of new native, climate appropriate vegetation to enhance soil organic matter</p>

EXHIBIT D – OPERATIONS AND MAINTENANCE GUIDANCE DOCUMENT

Municipalities shall operate and maintain infrastructure projects for the useful life of the project and are to consider using the following guidance for operations and maintenance for infrastructure projects. Operational maintenance is the care and upkeep of Projects that may require detailed technical knowledge of the Project's function and design. Project specific operational and maintenance plans shall consider the activities listed below and set forth specific activities and frequencies (not limited to those below) as determined to be appropriate by the Municipalities and best practices, including stakeholder engagement as applicable. Operational maintenance is to be performed by the operator of the Project with a purpose to make the operator aware of the state of readiness of the Project to deliver stormwater and urban runoff benefits.

1. Litter Control

- Regular removal of litter, nonhazardous waste materials, and accumulated debris near planted areas, rock areas, decomposed granite areas, rest areas, fence perimeters, adjoining access roads and driveways, drains, pedestrian trails, viewing stations, shelter houses, and bicycle pathways.
- Regular inspection and maintenance of pet waste stations
- Maintaining trash receptacles
- Removal of trash, debris, and blockages from bioswales
- Inspection and cleaning of trash booms
- Inspection of weir gates and stop logs to clean debris, as required.

2. Vegetation Maintenance

- Weed control
 - Recognition and removal of weeds, such as perennial weeds, morning glory, vine-type weeds, ragweed, and other underground spreading weeds.
 - Avoiding activities that result in weed seed germination (e.g. frequent soil cultivation near trees or shrubs)
 - Regular removal of weeds from landscape areas, including from berms, painted areas, rock areas, gravel areas, pavement cracks along access roads and driveways, drains, pedestrian trails, viewing stations, park shelters, and bicycle paths.
- Tree and shrubbery trimming and care
 - Removal of dead trees and elimination of diseased/damaged growth
 - Prevent encroachment of adjacent property and provide vertical clearance
 - Inspect for dead or diseased plants regularly
- Wetland vegetation and landscape maintenance
 - Installation and maintenance of hydrophytic and emergent plants in perennially wet and seasonal, intermittent habitats.
 - Draining and drawdown of wetland and excessive bulrush removal

- Weed and nuisance plant control
- Removal of aquatic vegetation (e.g. algae and primrose) using appropriate watercraft and harvesting equipment
- Wildflower and meadow maintenance
- Grass, sedge, and yarrow management
- Removal of unwanted hydroseed

3. Wildlife Management

- Exotic species control
- Provide habitat management; promote growth of plants at appropriate densities and promote habitat structure for animal species
- Protect sensitive animal species (e.g. protection during critical life stages including breeding and migration)
- Avoid disturbances to nesting birds
- Avoid spread of invasive aquatic species

4. Facility Inspection

- Inspect project sites for rodent and insect infestations on a regular basis
- Inspect for and report graffiti in shelter houses, viewing stations, benches, paving surfaces, walls, fences, and educational and directional signs
- Inspect facilities for hazardous conditions on roads and trails (e.g. access roads and trails, decomposed granite pathways, and maintenance roads)
- Inspect shade structures for structural damage or defacement
- Inspect hardscapes
- Inspect and maintain interpretive and informational signs
- Inspect site furnishings (e.g. benches, hitching posts, bicycle racks)
- Maintain deck areas (e.g. benches, signs, decking surfaces)
- Visually inspect weirs and flap gates for damage; grease to prevent locking.
- Inspect all structures after major storm events, periodically inspect every 3 months, and operate gates through full cycles to prevent them from locking up.

5. Irrigation System Management

- Ensuring automatic irrigation controllers are functioning properly and providing various plant species with proper amount of water.
 - Cycle controller(s) through each station manually and automatically to determine if all facets are functioning properly.
 - Inspection should be performed at least monthly.
 - Recover, replace, or refasten displaced or damaged valve box covers.
 - Inspect and repair bubbler heads.

- Repair and replace broken drip lines or emitters causing a loss of water (to prevent ponding and erosion).
 - Maintain drip system filters to prevent emitters from clogging. Inspection and cleaning should occur at least monthly.
 - Inspect and clean mainline filters, wye strainers, basket filters, and filters at backflow devices twice a year.
 - Maintain and check function of the drip system.
- Keeping irrigation control boxes clear of vegetation
 - Operating irrigation system to ensure it does not cause excessively wet, waterlogged areas, and slope failure
 - Utilizing infrequent deep watering techniques to encourage deep rooting, drought tolerant plant characteristics to promote a self-sustaining, irrigation free landscape
 - Determine watering schedules based on season, weather, variation in plant size, and plant varieties. At least four times a year (e.g. change of season), reschedule controller systems.
 - Turn off irrigation systems at the controller at the beginning of the rainy season, or when the soil has a high enough moisture content.
 - Use moisture sensing devices to determine water penetration in soil.

6. Erosion Management and Control

- Inspect slopes for erosion during each maintenance activity
- Inspect basins for erosion
- Take corrective measures as needed, including filling eroded surfaces, reinstalling or extending bank protection, and replanting exposed soil.

7. Ongoing Monitoring Activities

- Monitor controllable intake water flow and water elevation
- Examine inflow and outflow structures to ensure devices are functioning properly and are free of obstructions.
- Water quality sampling (quarterly, unless justified otherwise)
- Checking telemetry equipment
- Tracking and reporting inspection and maintenance records

8. Vector and Nuisance Insect Control

- Monitoring for the presence of vector and nuisance insect species
- Adequate pretreatment of influent wastewater to lessen production of larval mosquitos
- Managing emergent vegetation
- Using hydraulic control structures to rapidly dewater emergent marsh areas
- Managing flow velocities to reduce propagation of vectors

CITY COUNCIL

ITEM NO. 6.7



CITY OF INDUSTRY

MEMORANDUM

TO: Honorable Mayor Moss and Members of the City Council
FROM: Troy Helling, City Manager *TH*
STAFF: Bing Hyun, Assistant City Manager
DATE: September 24, 2020
SUBJECT: Consideration of Appointment for One (1) Vacant Seat on the Planning Commission

Background:

In accordance with Section 17.64.020 of the Industry Municipal Code (IMC), the Planning Commission consists of five members, appointed by the mayor, with the approval of the City Council. Each member serves a term of four years.

With the recent resignation of Michael Greubel, given his election to the City Council, one (1) seat on the Planning Commission has become vacant. IMC Section 17.64.030.C. provides that "(i)f a vacancy shall occur otherwise than by expiration of term, it shall be filled by appointment for the unexpired portion of the term. Such appointment shall be made by the mayor with the approval of the city council". For the vacant position, the remaining term expires February 2024.

To fill the vacancy, the City Clerk issued a 30-day notice of vacancy on August 19, 2020, inviting applications for the open seat. Applications were submitted by the following persons:

- Jacob Cortez
- Manuel Perez

Their applications are attached to this staff report.

Recommendation:

Discuss and make appointment to the Planning Commission and /or provide additional direction to staff.

Exhibit:

A. Applications for Planning Commission

TH/BH:yp

EXHIBIT A

Applications for Planning Commission

[Attached]



CITY OF INDUSTRY



CITY OF INDUSTRY

APPLICATION FOR CITY COMMISSION OR AUTHORITY

To: The Honorable Mayor and Members of the City Council

Please accept this correspondence as my formal interest in serving on the
City of Industry Planning Commission.

I very much appreciate your consideration.

Sincerely,

Jacobs Cortez

Print your name

[Redacted]

Address

[Redacted]

Phone Number

[Redacted]

Email Address

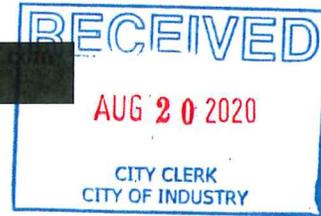
[Handwritten Signature]

Signature

8/19/20

Date

JACOB ANDREW CORTEZ



OBJECTIVE

Seeking a Planning Commission position to assist the City of Industry in promoting community growth, health, safety, and financial well-being.

EDUCATION

Bachelor of Arts, Liberal Arts; Emphases: Psychology & Criminal Justice, received May 2017
Marymount California University; Rancho Palos Verdes, CA - **Graduating GPA: 3.7**

WORK EXPERIENCE

Property Assistant, The Ratkovich Company - Real Estate Development and Property Management
Los Angeles, CA June 2017 – Present

- Lead and coordinate regular inspections of the property to ensure the effectiveness of building personnel, efficiency of building vendors, and consistent building operations.
- Participate in weekly construction meetings with tenants, contractors, and architects to ensure timely completion of TI construction projects.
- Support the effective day-to-day management of property operations.
- Represent Ownership during meetings with development consultants, contractors, the general public, and city officials.
- Manage work order requests, project proposals, and department files.
- Assist with the training and development of new hires.
- Provide guidance to public relations consultants pertaining to development project outreach.

Properties

The Bloc

- Mixed-Use High Rise
- 1.9 million sq. ft.
- Class A Building
- Nordstrom Corporate, Far Fetch, & Golin

The Hercules Campus

- Creative Office / Studio
- 530,000 sq. ft.
- Class A Building
- Google, YouTube, & 72 and Sunny

The Alhambra

- Mixed-Use Campus
- 1 million sq. ft.
- Class A Building
- USC, County of Los Angeles, & Eastern Los Angeles Regional Center

Emergency Services Assistant, California Governor's Office of Emergency Services
Los Alamitos, CA October 2016 – June 2017

- Assisted Emergency Services Coordinators in essential duties (office/field).
- Participated in emergency management training, exercises and meetings with Operational Areas.
- Assisted the Region with community outreach and preparedness activities with community members.
- Provided maintenance support of the Regional Emergency Operations Center (REOC).
- Participated in REOC activations.
- Supported various special projects as assigned.

Campus Representative, Yik Yak Inc.

Los Angeles, CA August 2014– August 2016

- Assisted, advised, and referred consumers on issues related to the social media application.
- Traveled to various college campuses for community engagement.
- Managed social media accounts daily by creating new content and interacting with users.
- Developed and expanded community outreach efforts.
- Assisted team in optimizing opportunities by providing media recommendations.



CITY OF INDUSTRY



CITY OF INDUSTRY

APPLICATION FOR CITY COMMISSION OR AUTHORITY

To: The Honorable Mayor and Members of the City Council

Please accept this correspondence as my formal interest in serving on the
City of Industry PLANNING COMMISSION.

I very much appreciate your consideration.

Sincerely,

MANUEL PEREZ

Print your name

[Redacted]

Address

[Redacted]

Phone Number

[Redacted]

Email Address

Signature

Manuel Perez

Date

09/08/2020