

January 2020 | Draft Initial Study

# PENSKE AUTOMOTIVE DEALERSHIP

City of Industry

*Prepared for:*

**City of Industry**

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Table of Contents

Section	Page
<b>ABBREVIATIONS AND ACRONYMS.....</b>	<b>V</b>
<b>1. INTRODUCTION.....</b>	<b>1</b>
1.1 PROJECT LOCATION.....	1
1.2 ENVIRONMENTAL SETTING.....	1
1.3 PROJECT DESCRIPTION.....	9
1.4 EXISTING ZONING AND GENERAL PLAN.....	10
1.5 OTHER AGENCY ACTION REQUESTED.....	10
<b>2. ENVIRONMENTAL CHECKLIST .....</b>	<b>13</b>
2.1 BACKGROUND.....	13
2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	15
2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY).....	15
2.4 EVALUATION OF ENVIRONMENTAL IMPACTS.....	16
<b>3. ENVIRONMENTAL ANALYSIS .....</b>	<b>19</b>
3.1 AESTHETICS .....	19
3.2 AGRICULTURE AND FORESTRY RESOURCES.....	21
3.3 AIR QUALITY .....	22
3.4 BIOLOGICAL RESOURCES.....	30
3.5 CULTURAL RESOURCES .....	31
3.6 ENERGY.....	33
3.7 GEOLOGY AND SOILS.....	37
3.8 GREENHOUSE GAS EMISSIONS.....	41
3.9 HAZARDS AND HAZARDOUS MATERIALS .....	44
3.10 HYDROLOGY AND WATER QUALITY.....	48
3.11 LAND USE AND PLANNING.....	53
3.12 MINERAL RESOURCES .....	54
3.13 NOISE.....	54
3.14 POPULATION AND HOUSING.....	61
3.15 PUBLIC SERVICES.....	62
3.16 RECREATION .....	63
3.17 TRANSPORTATION.....	64
3.18 TRIBAL CULTURAL RESOURCES.....	79
3.19 UTILITIES AND SERVICE SYSTEMS.....	80
3.20 WILDFIRE.....	84
3.21 MANDATORY FINDINGS OF SIGNIFICANCE.....	86
<b>4. REFERENCES .....</b>	<b>89</b>
<b>5. LIST OF PREPARERS.....</b>	<b>93</b>
LEAD AGENCY .....	93
PLACEWORKS .....	93

**APPENDICES**

- Appendix A. Air Quality and Greenhouse Gas Background and Modeling Data
- Appendix B. Geotechnical Report

## Table of Contents

Appendix C.	Phase I ESA
Appendix D.	Drainage Study
Appendix E.	Noise Modeling Data
Appendix F.	Traffic Impact Analysis

Table of Contents

*List of Figures*

<b>Figure</b>		<b>Page</b>
Figure 1	Regional Location .....	3
Figure 2	Local Vicinity .....	5
Figure 3	Aerial Photograph.....	7
Figure 4	Proposed Site Plan.....	11
Figure 5	Roadway Network and Study Intersections .....	67

*List of Tables*

<b>Table</b>		<b>Page</b>
Table 1	Maximum Daily Regional Construction Emissions .....	24
Table 2	Maximum Daily Regional Construction Emissions with Mitigation.....	25
Table 3	Maximum Daily Regional Operation Emissions .....	26
Table 4	Maximum Daily Onsite Localized Construction Emissions.....	28
Table 5	Construction-Related Fuel Usage.....	34
Table 6	Building Electricity and Natural Gas Consumption .....	35
Table 7	Operation-Related Fuel Usage.....	35
Table 8	Project-Related Operation GHG Emissions.....	42
Table 9	Construction BMPs .....	49
Table 10	County of Los Angeles Exterior Noise Standards .....	55
Table 11	Noise Levels Generated by Typical Construction Equipment.....	59
Table 12	Intersection LOS Criteria for Signalized Intersections .....	70
Table 13	Unsignalized Intersections Level of Service Descriptions .....	70
Table 14	Project Trip Generation.....	73
Table 15	Existing Plus Project Weekday Peak Hour Intersection Comparison .....	74
Table 16	Existing Plus Project Saturday Peak Hour Intersection Comparison .....	75
Table 17	Opening Year Plus Project Weekday Peak Hour Intersection Comparison.....	76
Table 19	Estimated Project Wastewater Generation.....	82
Table 20	Landfills Serving City of Industry .....	83
Table 21	Estimated Project Solid Waste Generation .....	83

## Table of Contents

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# Abbreviations and Acronyms

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AAQS	ambient air quality standards
AB	Assembly Bill
AQMP	air quality management plan
BMP	best management practices
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
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2e</sub>	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
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
GHG	greenhouse gases
LOS	level of service
LST	localized significance thresholds
NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System

## Abbreviations and Acronyms

O <sub>3</sub>	ozone
RCRA	Resource Conservation and Recovery Act
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 <sub>x</sub>	sulfur oxides
SUSMP	standard urban stormwater mitigation plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VMT	vehicle miles traveled
VOC	volatile organic compound

# 1. Introduction

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The project applicant, JLR Puente Hills, LLC, is seeking approval of the City of Industry (“City”) for development of a 79,605 square-foot automotive dealership (the proposed project) on a 6.38-acre undeveloped site, at the southern portion of the City of Industry.

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 is comprised of three parcels (APNs: 8264-012-923, 8264-013-914, and 8264-013-913) located on Gale Avenue in the southern part of the City of Industry, Los Angeles County, California (see Figure 1, *Regional Location*). The project site is approximately 6.38 acres of undeveloped land. Previous site development was demolished in 2006 and 2007. The project site is bounded by industrial uses across railroad tracks to the north, automotive dealerships to the east and west, and commercial uses across State Route 60 (SR-60, the Pomona Freeway) to the south.

The project site in the City of Industry 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.

Regional access to the project site is via State Route 60 and Azusa Avenue, approximately 0.7 mile to the west. The project site is bordered by railroad tracks to the north, Puente Hills Hyundai to the west, Puente Hills Mazda to the east, and Gale Avenue to the south (see Figure 2, *Local Vicinity*).

## 1.2 ENVIRONMENTAL SETTING

### 1.2.1 Existing Land Use

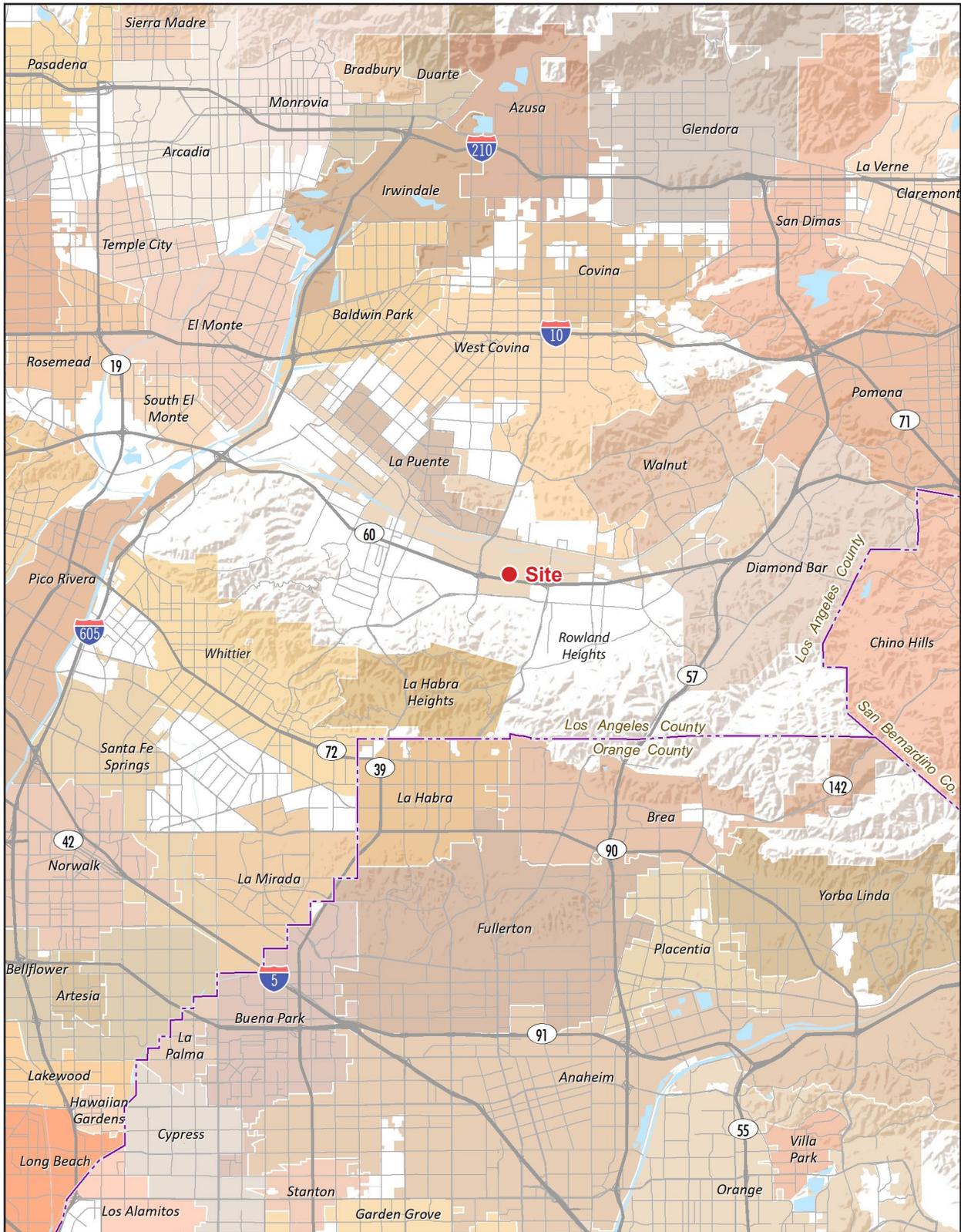
The project site is approximately 6.38 acres in size and is currently bare land (see Figure 3, *Aerial Photograph*). The project site was previously developed with similar automotive dealership uses, which were demolished in 2006 and 2007. The site is currently used for automobile storage. No structures, trees or landscaping exist on the project site. The site is relatively level with a slight downward grade towards the northwest. The City’s General Plan designates the site as Commercial with a corresponding zoning of Automobile Zone (AZ). The project site currently exists as three separate parcels.

## 1. Introduction

### 1.2.2 Surrounding Land Use

The project site is located in a largely commercial and industrial area. The project site is bounded to the west by automobile zoned properties with industrial uses further west, and to the east by automobile zoned properties with commercial uses further east. Commercial and industrial properties surrounding the project site consist of one- to two-story buildings. Gale Avenue fronts the project site to the south, with SR-60 immediately adjacent. Beyond SR-60 to the south are commercially zoned uses, with residential uses further south in Rowland Heights. To the north across railroad tracks are industrially zoned uses.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

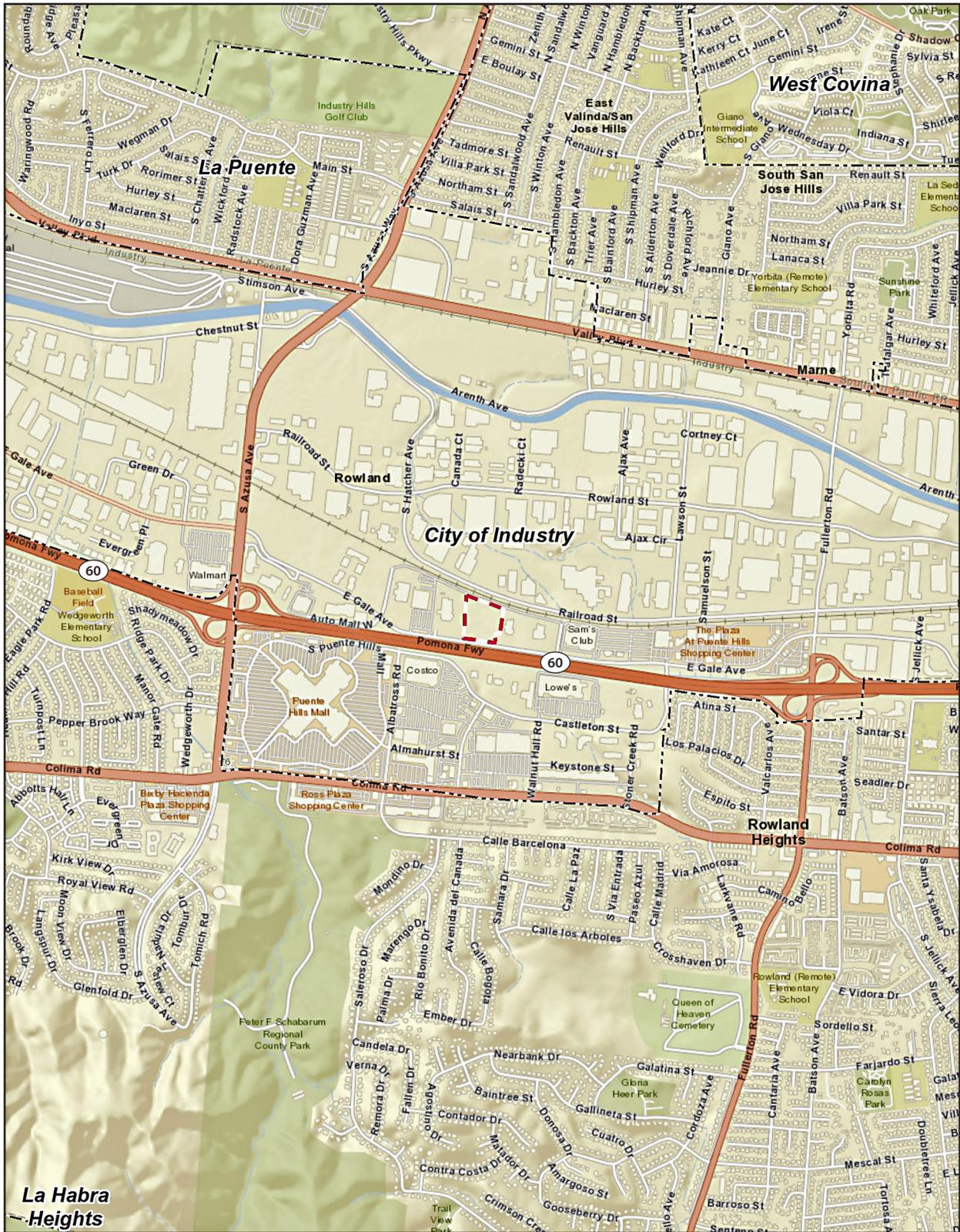
Source: ESRI, 2019



## 1. Introduction

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Figure 2 - Local Vicinity



- Project Boundary
- - - City Boundary

0 2,000  
Scale (Feet)



Source: ESRI, 2019

## 1. Introduction

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Figure 3 - Aerial Photograph



--- Project Boundary

0 375  
Scale (Feet)



Source: Google Earth Pro, 2019

## 1. Introduction

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## 1. Introduction

### 1.3 PROJECT DESCRIPTION

#### 1.3.1 Proposed Project

The proposed project involves construction of an automotive dealership on the project site, consisting of three new buildings with a combined floor area of 79,605 square feet, as well as surface level parking throughout the site. The three buildings include a 17,601 square-foot Jaguar - Land Rover dealership, a 11,079 square-foot Volvo dealership, and a 51,465 square-foot service center. The building footprints, including service drive and entrance canopies, cover 66,900 of the 256,587 square-foot lot, or approximately 26 percent. Building construction utilizes concrete slab on grade foundations.

The dealership buildings are located to the south of the site, setback from Gale Avenue by approximately 88 feet. The dealerships include a reception and lounge area, showrooms, sales and consultation area, personalization studio/shop, vehicle service reception area, new car delivery area, restrooms and offices. The dealerships are one-story, tilt-up, concrete and glass sided buildings, approximately 21 feet tall with approximately 23 to 26-foot-tall parapets.

The service center is located to the north and includes a parts warehouse, a service area, service bays, locker rooms, restrooms, a break room and a training room. The service center is approximately 117 feet by 328 feet in size. The service center is two-story masonry construction with pedestrian and vehicle garage entry doors and is approximately 29 feet tall to the top of the parapet. The service center supports the two automotive dealerships and will provide maintenance to customers onsite. Hazardous wastes such as oil and coolant used by the service center will be contained in a double walled tank and picked up by a vendor twice a week for disposal.

Approximately 13 percent of area on the project site is pervious land uses with project development. This pervious area of the project site consists of landscaping that includes synthetic turf, modular wetlands, hedges, and ornamental landscaping. The proposed project includes a drainage system that will collect runoff from the buildings' rooftops and within pavement areas into an existing catch basin located at the northern boundary of the project site. From the existing catch basin, runoff is conveyed offsite to a 36" reinforced concrete storm drainpipe. The drainage from the project site ultimately drains to the San Jose Creek (Reach 1) and then to San Gabriel River (Reach 2).

There are 585 parking spaces, including inventory and visitor parking. No off-street parking is designated for the proposed project. The proposed project includes driveways, a fire lane, and concrete walkways.

Lighting as part of the proposed project includes driveway, walkway, building and security lighting. Main site access would be provided via Gale Avenue, with secondary gate access provided via Railroad Street to the north. No additional street improvements will occur.

Hours of operation for the proposed project's service center are from 7:00 AM to 6:00 PM, Monday through Friday, and from 8:00 AM to 4:00 PM, Saturday. Hours of operation for the sales center is from 9:00 AM to 7:00 PM, Monday through Friday, and from 10:00 AM to 6:00 PM, Saturday and Sunday. Vehicle deliveries to

## 1. Introduction

the project site will occur during normal business hours. Delivery trucks will enter the site via an entrance on Railroad street on the northeast boarder of the site.

### 1.3.2 Project Phasing

Construction activities are anticipated to begin in Winter 2020. Construction will be completed in one stage, lasting approximately 16 months, and include the following activities: final 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 6.38 acres of area and would result in the export of approximately 344 cubic yards of soil.

## 1.4 EXISTING ZONING AND GENERAL PLAN

The project site is zoned as Automobile Zone (AZ) and is designated as Commercial in the City of Industry General Plan. The proposed project's commercial automotive use would be allowed under existing zoning and General Plan designations. Additional approvals required from the City currently in process include:

- Development plan and landscaping exception
- Covenant agreement or lot merger to consolidate three adjacent parcels on the project site

## 1.5 OTHER AGENCY ACTION REQUESTED

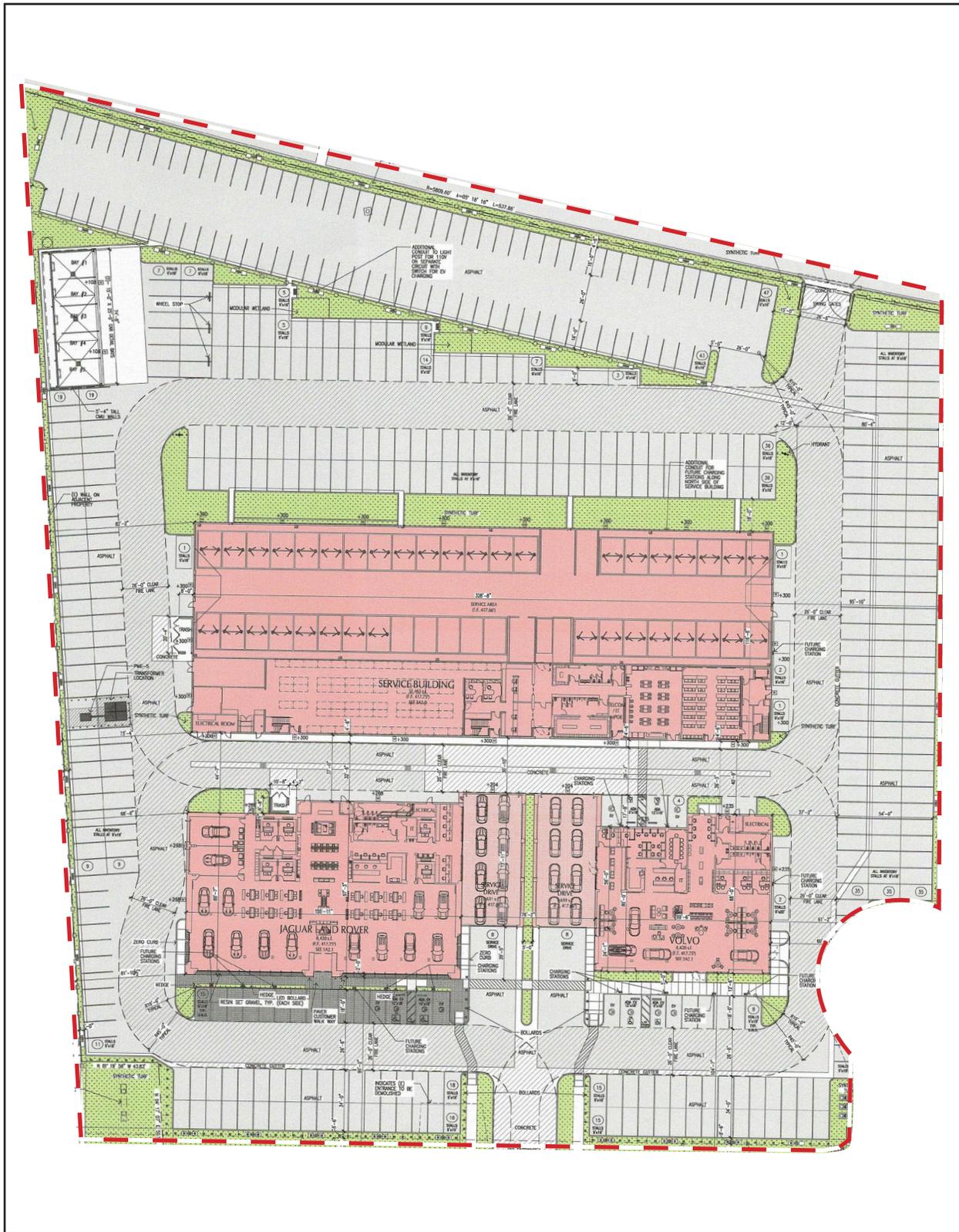
### REGIONAL AGENCIES

- 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 - Project Site Plan



— Project Boundary

0 125  
Scale (Feet)



## 1. Introduction

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## 2. Environmental Checklist

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### 2.1 BACKGROUND

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1. **Project Title:** Penske Automotive Dealership

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

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

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

Kathy Tai, Development Services Manager  
Department of Development Services  
626.333.2211

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4. **Project Location:** The project site is comprised of three undeveloped parcels (APNs: 8264-012-923, 8264-013-914, and 8264-013-913) on Gale Avenue in the southern part of the City of Industry, Los Angeles County, California. The project site is bounded by industrial uses across railroad tracks to the north, automotive dealerships to the east and west, and commercial uses beyond Gale Avenue, across State Route 60 (SR-60, the Pomona Freeway) to the south.

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

EBTA Architects  
1781 Mitchell North, Suite 150  
Irvine, CA 92614

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6. **General Plan Designation:** Commercial

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7. **Zoning:** Automobile Zone (AZ)

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8. **Description of Project:**

The proposed project is the construction and operation of an automotive dealership on an approximately 6.38-acre currently undeveloped site. The project consists of three new buildings with a combined floor area of 79,605 square feet as well as surface level parking and landscaping throughout the site. The project consists of a Land Rover – Jaguar dealership, a Volvo dealership, and a service center.

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9. **Surrounding Land Uses and Setting:**

Gale Avenue fronts the project site to the south, with SR-60 immediately adjacent. Beyond SR-60 to the south are commercially zoned uses, with residential uses further south in Rowland Heights. To the north across railroad tracks are industrially zoned uses. The project site is bounded to the west by automobile

## 2. Environmental Checklist

zoned properties with industrial uses further west, and to the east by automobile zoned properties with commercial uses further east. Commercial and industrial properties surrounding the project site consist of one- to two-story buildings.

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### 10. Other Public Agencies Whose Approval Is Required:

- 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)

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### 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, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 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 of Industry's notification list pursuant to AB 52. The City prepared notification letters and distributed them to the identified tribal representatives on July 18, 2019. No reply from the Soboba Band of Luiseno Indians was received as of the publication date of this MND. The Gabrieleño Band of Mission Indians – Kizh Nation responded on Monday, July 22, 2019 requesting consultation. However, when the City responded to the Gabrieleño Band of Mission Indians – Kizh Nation with a set of plans, aerial imagery, and a meeting request, no follow up response was received as of the publication date of this MND.

## 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 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*

\_\_\_\_\_  
*Printed Name*

\_\_\_\_\_  
*For*

## 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. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
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 significant.

## 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
<b>I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?			<b>X</b>	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
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?			<b>X</b>	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<b>X</b>	

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.**

The area surrounding the project site is largely urbanized and developed with industrial and commercial uses. The Puente Hills are located approximately 1.5 miles south of the project site, though scenic views of these hills are limited and largely obstructed by SR-60 running east-west south of the site. The San Gabriel Mountains, located approximately 11 miles to the north, are visible in the background from much of the site, with intervening developments of similar nature to the proposed project. The buildings surrounding the project site are concrete tilt-up and masonry brick buildings. The proposed project's buildings would be located central to the site, with railroad tracks to the north, automotive dealerships to the east and west, and a freeway to the south. No sensitive receptors exist in proximity to the project site. The proposed project would consist of one- to two-story tall buildings, not to exceed 29 feet in height. The proposed project is similar to existing surrounding developments, and implementation would not further impair views of the surrounding hills and

### 3. Environmental Analysis

mountains. Therefore, implementation of the proposed project would not block scenic views or have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

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

**No Impact.** There are no trees, historic buildings or rock outcroppings onsite. The project site is not in a state scenic highway, as the nearest such highway to the site is SR-91 approximately 12 miles to the southeast. As there are no resources near, or affected by the proposed project, no impact would occur.

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

**Less than Significant Impact.** The site surroundings consist of industrial uses to the north, commercial uses to the south, and automotive dealerships to the east and west. The existing undeveloped site does not contribute to the visual quality of the site and its surroundings. Concrete tilt-up commercial buildings of similar stature and operational uses are present along Gale Avenue, and the project site is flanked by automotive dealerships on both sides. The project would develop concrete tilt-up and masonry buildings with project buildout, with landscaping and parking, conforming with the appearance of the surrounding commercial and industrial uses. The design of the project conforms to the City's requirements relating to height and setback and would therefore be consistent with the Automobile Zoning (AZ) of the project site, and with the site's surroundings. Therefore, the project would not conflict with zoning or other regulations and impacts to scenic quality would be less than significant.

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

**Less than Significant Impact.** The proposed project would introduce new sources of light at the undeveloped project site, including building, parking, and security lighting. Nighttime lighting would be installed to accommodate safety and security while minimizing impacts on surrounding areas. However, the new sources of lighting have the potential to increase nighttime light and glare in the project area. The lighting to be installed would be consistent with, and similar to, existing lighting in the industrial/commercial areas adjacent to the site. All lighting would be designed, arranged, directed, or shielded to preventing excess illumination and light spillover onto adjoining land uses. Any signage that would be installed by the project would comply with City of Industry Sign Regulations, Chapter 15.32 of the City of Industry Municipal Code. Parking area lighting would be the minimum necessary that is consistent with the City's requirements and guidelines. The dealership building exteriors would be mostly concrete and masonry and would contain glass in the storefront and reception areas with exterior semi-glass and clear anodized finishes. The amount of glass on the buildings would not be sufficient to create substantial glare. Additionally, the one- to two-story building height and setback from the property line would not substantially contribute to glare on the project site or in the surrounding area. The City would ensure that Chapter 15.32 of the Municipal Code is adhered to through a condition of project

### 3. Environmental Analysis

approval and site plan review, which would ensure that light does not impact adjacent uses; therefore, project impacts associated with light and glare would be less than significant .

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b>					
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>X</b>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<b>X</b>
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))?				<b>X</b>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>
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?				<b>X</b>

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?**

### 3. Environmental Analysis

- 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. This website program identifies the project site as being outside of the survey area, and it is therefore not considered agriculturally important land (CIFI 2014).

The project site is previously developed land, currently being utilized for overflow vehicle storage for automobile dealerships, and is not used, zoned, or designated for agriculture. No designated forest land exists on the project site, 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 Automobile Zone (AZ) in the City of Industry 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.

### 3.3 AIR QUALITY

III. AIR QUALITY.				
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 (O<sub>3</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), and lead (Pb). Areas are classified under the federal

### 3. Environmental Analysis

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 (SCAQMD), is designated nonattainment for O<sub>3</sub>, and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017b).

Furthermore, the SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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. Where available, the significance criteria established by the SCAQMD may be relied upon to make the following determinations. Would the project:

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

**Less Than Significant Impact.** The SCAQMD adopted the 2016 Air Quality Management Plan on March 3, 2017. Regional growth projections are used by SCAQMD 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.

The proposed project would develop an automotive dealership. Based on the scope and nature of the project, it is anticipated to generate less than 1,000 jobs and would develop less than 500,000 square feet of business floor space. 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, and 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 SCAQMD emissions thresholds and would therefore not be considered by SCAQMD 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 an automotive dealership that would take approximately 16 months. Construction of the proposed project would generate criteria air pollutants

### 3. Environmental Analysis

associated with construction equipment exhaust and fugitive dust from site preparation, grading and trenching, building construction of the dealership, architectural coating, and pavement of asphalt and non-asphalt surfaces, and finishing and landscaping of the site. The proposed project construction-related emissions shown in Table 1, *Maximum Daily Regional Construction Emissions*, are quantified using California Emissions Estimator Model, Version 2016.3.2 (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 SCAQMD regional significance threshold values, except for the overlapping grading, rough and fine grading soil haul, and utilities trenching phases. The overlap of these phases would result in construction emissions that exceed the regional significance threshold for NO<sub>x</sub>.

**Table 1 Maximum Daily Regional Construction Emissions**

Construction Phase	Pollutants (lb/day) <sup>1, 2,3</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2019</b>						
Grading 2019	7	80	56	<1	5	3
<b>Year 2020</b>						
Grading 2020	6	73	54	<1	5	3
Grading 2020 and Utilities Trenching	7	81	64	<1	6	4
Grading 2020, Rough Grading Soil Haul, Utilities Trenching	8	122	74	<1	8	4
Grading 2020, Fine Grading Soil Haul, Utilities Trenching	8	125	75	<1	8	4
Utility Trenching	1	8	10	<1	1	<1
Building Construction 2020	1	4	8	<1	1	<1
Building Construction 2020 and Architectural Coating 2020	8	6	12	<1	2	1
<b>Year 2021</b>						
Building Construction 2021 and Architectural Coating 2021	8	6	11	<1	2	1
Building Construction 2021	1	4	8	<1	1	<1
Finishing/Landscaping	<1	4	6	<1	<1	<1
Asphalt Paving and Finishing/Landscaping	2	8	12	<1	1	<1
<b>Maximum Daily Construction Emissions</b>						
Maximum Daily Emissions	8	125	75	<1	8	4
<b>SCAQMD Regional Construction Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	No	Yes	No	No	No	No

Source: CalEEMod Version 2016.3.2

Emissions totals may not equal 100 percent due to rounding.

<sup>1</sup> 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 CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD 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.

However, as shown in Table 2, *Maximum Daily Regional Construction Emissions with Mitigation*, implementation of Mitigation Measures AQ-1, which require that grading and utilities trenching equipment of 50 horsepower or more meet the EPA's Tier 4 emissions standards would reduce construction-related emissions from NO<sub>x</sub> to

### 3. Environmental Analysis

below the significance thresholds. Therefore, air quality impacts from project-related construction activities would be less than significant with incorporation of mitigation.

#### Mitigation Measures

##### Construction

AQ-1 The construction contractor(s) shall, at minimum, use equipment that meets the United States Environmental Protection Agency’s (EPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment with 50 horsepower or more for all grading and utilities trenching activities, unless it can be demonstrated to the City that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly sized engine, as defined by the California Air Resources Board’s regulations.

Prior to construction, the project engineer shall ensure that all grading and trenching plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment over 50 horsepower for the specific activities stated above. During construction, the construction contractor shall maintain a list of all operating equipment associated with grading and trenching in use on the site for verification by the City. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer’s recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

**Table 2 Maximum Daily Regional Construction Emissions with Mitigation**

Construction Phase	Pollutants (lb/day) <sup>1,2,3</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2019</b>						
Grading 2019	1	11	57	<1	2	1
<b>Year 2020</b>						
Grading 2020	1	10	57	<1	2	<1
Grading 2020 and Utilities Trenching	2	14	68	<1	3	1
Grading 2020, Rough Grading Soil Haul, Utilities Trenching	3	55	78	<1	5	1
Grading 2020, Fine Grading Soil Haul, Utilities Trenching	3	58	78	<1	5	1
Utility Trenching	<1	4	11	<1	<1	<1
Building Construction 2020	1	4	8	<1	1	<1
Building Construction 2020 and Architectural Coating 2020	8	6	12	<1	1	1
<b>Year 2021</b>						

### 3. Environmental Analysis

**Table 2 Maximum Daily Regional Construction Emissions with Mitigation**

Construction Phase	Pollutants (lb/day) <sup>1, 2, 3</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Building Construction 2021 and Architectural Coating 2021	8	6	12	<1	1	1
Building Construction 2021	1	4	8	<1	1	0
Finishing/Landscaping	<1	4	6	<1	<1	<1
Asphalt Paving and Finishing/Landscaping	2	8	12	<1	1	0
<b>Maximum Daily Construction Emissions</b>						
Maximum Daily Emissions	8	58	78	<1	5	1
<b>SCAQMD Regional Construction Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

Emissions totals may not equal 100 percent due to rounding.

<sup>1</sup> 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 CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD 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. Also includes implementation of Mitigation Measure AQ-1, which requires equipment of 50 horsepower or more used for grading and utilities trenching activities to meet the EPA's Tier 4 Final emissions standards.

### 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 a new automotive dealership as well as paved and landscaped surfaces. Emission would include vehicle trips to and from the site by staff, consumers, and delivery trucks. The proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen). As shown in Table 3, *Maximum Daily Regional Operation Emissions*, it is anticipated that operation of the proposed project would result in overall minimal emissions and would not exceed the SCAQMD regional operation-phase significance thresholds. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant.

**Table 3 Maximum Daily Regional Operation Emissions**

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
Area	2	<1	<1	0	<1	<1
Energy <sup>1</sup>	<1	<1	<1	<1	<1	<1
Mobile	6	24	53	<1	12	3
<b>Total</b>	<b>8</b>	<b>24</b>	<b>54</b>	<b>&lt;1</b>	<b>12</b>	<b>3</b>
<b>Winter</b>						
Area	2	<1	<1	0	<1	<1
Energy <sup>1</sup>	<1	<1	<1	<1	<1	<1
Mobile	6	24	53	<1	12	3
<b>Total</b>	<b>8</b>	<b>25</b>	<b>53</b>	<b>&lt;1</b>	<b>12</b>	<b>3</b>

### 3. Environmental Analysis

Max Daily Emissions						
Area	2	<1	<1	0	<1	<1
Energy <sup>1</sup>	<1	<1	<1	<1	<1	<1
Mobile	6	24	53	<1	12	3
<b>Total</b>	<b>8</b>	<b>25</b>	<b>54</b>	<b>&lt;1</b>	<b>12</b>	<b>3</b>
<b>SCAQMD Regional Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.

Notes: lbs: Pounds.

<sup>1</sup> For purposes of this analysis, the proposed automotive dealership is assumed to be designed and built to meet the 2019 Building Efficiency Standards and CALGreen Code based on the anticipated construction schedule.

#### 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 1 which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) 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  $\mu\text{g}/\text{m}^3$ ) 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 4, *Maximum Daily Onsite Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's screening-level construction LSTs. 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. Thus, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, localized air quality impacts from construction activities would be less than significant and no mitigation measures are necessary.

### 3. Environmental Analysis

**Table 4 Maximum Daily Onsite Localized Construction Emissions**

Construction Activity	Pollutants(lbs/day) <sup>1,2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub> <sup>3</sup>	PM <sub>2.5</sub> <sup>3</sup>
<b>SCAQMD ≤1.00 -acre LST</b>	<b>103</b>	<b>612</b>	<b>197</b>	<b>106</b>
Utilities Trenching	7	9	<1	<1
Building Construction 2020	3	4	<1	<1
Building Construction 2020 and Architectural Coating 2020	5	6	<1	<1
Building Construction 2021 and Architectural Coating 2021	5	6	<1	<1
Building Construction 2021	3	4	<1	<1
Finishing/Landscaping	3	4	<1	<1
Paving and Finishing/Landscaping	7	10	<1	<1
<b>Exceeds LST?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>SCAQMD 5.00-Acre LSTs</b>	<b>236</b>	<b>1,566</b>	<b>225</b>	<b>128</b>
Grading 2019	77	55	5	3
Grading 2020	71	53	5	3
Grading 2020 and Utilities Trenching	78	62	5	3
Grading 2020, Rough Grading Soil Haul, Utilities Trenching	78	62	5	3
Grading 2020, Fine Grading Soil Haul, Utilities Trenching	78	62	5	3
<b>Exceeds LST?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2016.3.2., and SCAQMD 2008 and 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. For the project site in SRA 10, NO<sub>x</sub> and CO screening level LSTs are based on an 82 ft receptor (employees), while PM<sub>10</sub> and PM<sub>2.5</sub> screening level LSTs are based on a 2,173 ft receptor (residences) as employees would not be in office 24 hours per day.

<sup>1</sup> 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 SCAQMD.

<sup>2</sup> Assumed equipment used during overlapping phases would not be shared to provide a conservative estimate.

<sup>3</sup> Includes implementation of fugitive dust control measures required by SCAQMD 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.

#### Health Risk

The SCAQMD 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 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. SCAQMD 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 in approximately 16 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.

### 3. Environmental Analysis

#### 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 322 PM peak hour trips (Saturday), 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 SCAQMD 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 include painting and body work taking place with the service area. However, paint/coating operations conducted in the service areas would be contained and properly filtered to ensure no odors are produced. The City would ensure the proper containment and filtration of paint/coating operations by requiring a condition of approval, which would ensure these uses would not impact a substantial number of people. Additionally, no sensitive receptors exist in the immediate vicinity of the site. The proposed project does not include any of the other 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,

### 3. Environmental Analysis

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 SCAQMD Rule 402. Therefore, impacts would be less than significant.

### 3.4 BIOLOGICAL RESOURCES

IV. BIOLOGICAL RESOURCES.				
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?				<b>X</b>
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?				<b>X</b>
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?				<b>X</b>
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?			<b>X</b>	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
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?				<b>X</b>

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.** As shown in Figure 3, the site is undeveloped with limited ruderal vegetation including shrubs and ruderal grasses. The vegetation onsite is typical of disturbed, previously developed sites in urban southern California. No native habitat, and no suitable habitat for sensitive species, is present onsite. No impact to sensitive species would occur either directly or through habitat modification.

### 3. Environmental Analysis

- 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.** No suitable habitat for sensitive mammals, reptile, or fish species exist on the project site that would otherwise be threatened by project development. The project site has no riparian habitat or other sensitive natural community; no wetlands or other jurisdictional waters of the United States (FWS 2019); and no surface water bodies, drainages, streams, or waterways. No impact would occur.

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

**No Impact.** No wetlands exist onsite, and the nearest wetland to the site mapped on the National Wetlands Mapper is an engineered drainage channel south of Arenth Avenue approximately 0.5 mile to the north (FWS 2019). No impact would occur.

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

**No Impact.** No habitat including waters or trees exist onsite. Implementation of the proposed project would not interfere with the movement of any migratory fish or wildlife species. The project site is not an established wildlife corridor or designated nursery site. No impact would occur.

- 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 has no ordinances protecting biological resources. No impact would occur.

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

**No Impact.** There are no adopted 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

V. CULTURAL RESOURCES.				
a)	Cause a substantial adverse change in the significance of a historical resource as pursuant to § 15064.5?			<b>X</b>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		<b>X</b>	
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		<b>X</b>	

### 3. Environmental Analysis

Would the project:

**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.

There are no buildings on the project site. Former uses on the site included an automotive dealership similar in design and nature to adjacent development and the proposed project. Project development would not damage historic resources, and no impact would occur.

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

**Less Than Significant Impact.** Archaeological Resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project development would involve ground disturbance on the entire site, with deeper disturbances in the central parts of the site in the footprints of the proposed buildings. Due to the disturbed nature of and lack of identified cultural resources on the project site, it is not anticipated that unknown cultural resources exist on-site. Project development would involve surface grading and one- to two-story building foundations.

There is some possibility that prehistoric and/or historic archaeological resources could be buried in site soils and could be damaged by project ground-disturbing activities. In order to ensure that impacts to archeological resources do not occur, the following mitigation measure, CUL-1 has been identified.

#### **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.

### 3. Environmental Analysis

*Timing/Implementation:* During future grading and construction activities

*Monitoring/Enforcement:* City of Industry

With implementation of mitigation measure CUL-1, impacts would be less than significant.

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

**Less Than Significant Impact.** There are no cemeteries or known human burials at the 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 this unlikely event, the City would be responsible for compliance with California Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Los Angeles County coroner determines the remains to be Native American, the Native American Heritage Commission will be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant will then make recommendations and engage in consultations concerning the treatment of the remains, as provided in Public Resources Code Section 5097.98. Impacts in this regard would be less than significant.

## 3.6 ENERGY

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

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use. Energy consumption during construction (2019 through 2021) was calculated using fuel usage data from EMFAC2017,

### 3. Environmental Analysis

Version 1.0.2., and OFFROAD2017, Version 1.0.1, and the results are shown in Table 5, *Construction-Related Fuel Usage*.

**Table 5 Construction-Related Fuel Usage**

Project Component	Gas		Diesel		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	kWh
Construction Worker Commute	433,818	16,361	2,653	64	4,249	1,415
Construction Vendor Trips	1,633	333	17,665	2,326	0	0
Construction Truck Haul Trips	13	3	15,100	2,401	0	0
Construction Off-Road Equipment	N/A	1,379	N/A	26,998	N/A	0
<b>Total</b>	<b>435,464</b>	<b>18,076</b>	<b>35,418</b>	<b>31,789</b>	<b>4,249</b>	<b>1,415</b>

Source: CalEEMod Version 2016.3.2; EMFAC2017 Version 1.0.2; OFFROAD2017 Version 1.0.1

Notes: VMT=vehicle miles traveled; kWh=kilowatt hour

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels. It is not anticipated that construction equipment used for the proposed project would be powered by natural gas and no natural gas demand is anticipated during construction. Construction activities associated with the proposed project would require electricity use to power the construction equipment. The electricity use during construction would vary during different phases of construction, where the majority of construction equipment during site preparation, grading, trenching, and paving would be gas-powered or diesel-powered, and the later construction phases, such as interior construction and architectural coatings, would require electric-powered equipment. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction would come from the transport and use of construction equipment, delivery vehicles, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Upon completion of project construction, all construction-equipment would cease. Furthermore, the construction contractors are anticipated to minimize non-essential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9 (SCAQMD 2014). Such required practices would limit wasteful and unnecessary energy consumption. Therefore, overall, it is expected that construction energy usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar projects and impacts would be less than significant with respect to construction-related energy demands.

#### LONG-TERM OPERATION

##### Building Energy

As the proposed project site is currently undeveloped, and since there are no structures, no energy is being used on the project site. Operation of the proposed project would therefore generate an increase in the demand for

### 3. Environmental Analysis

electricity, natural gas, and transportation energy compared to existing conditions. During operation, energy would be used for heating, cooling, and ventilation of the buildings; water heating; onsite equipment; appliances; indoor, outdoor, and perimeter lighting; and security systems. Building electrical and natural gas energy consumption during operation of the proposed project was calculated using the CalEEMod, Version 2016.3.2 computer model, and the results are shown in Table 6, *Building Electricity and Natural Gas Consumption*.

**Table 6 Building Electricity and Natural Gas Consumption**

Land Use	Electricity (kWh/year)	Natural Gas (kBtu/year)
<b>Proposed Project Conditions</b>		
Automobile Care Center	835,699	1,122,680
Parking Lot	31,768	0
<b>Total</b>	<b>867,467</b>	<b>1,122,680</b>

Source: CalEEMod Version 2016.3.2

Notes: kWh=kilowatt hour; kBtu=1,000 British thermal units

Electrical service to the proposed project would be provided by Southern California Edison (SCE) through connections to existing offsite electrical lines and new onsite infrastructure. As the project site is currently undeveloped, the proposed project would increase energy demand at the site. As shown in the table 6, electricity use at the project site would total 867,467 kWh/year. In addition, the proposed natural gas demand would total 1,122,680 kBtu/year due to consumption associated with the automotive dealership. However, development would be required to comply with the applicable Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen). Because the proposed project would be consistent with the requirements of these energy-related regulations, it would not result in wasteful or unnecessary electricity demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to electricity and natural gas usage.

#### *Transportation Energy*

Energy consumption from transportation during operation of the proposed project was calculated using trip generation data compiled by PlaceWorks, default average trip distances from CalEEMod, Version 2016.3.2, and fuel usage data EMFAC2017, Version 1.0.2. The results are shown in Table 7, *Operation-Related Fuel Usage*.

**Table 7 Operation-Related Fuel Usage**

Source	Gas		Diesel		Natural Gas		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
Vehicles	3,004,593	120,792	218,857	23,564	8,325	2,404	38,207	12,558
<b>Total</b>	<b>3,004,593</b>	<b>120,792</b>	<b>218,857</b>	<b>23,564</b>	<b>8,325</b>	<b>2,404</b>	<b>38,207</b>	<b>12,659</b>

Source: CalEEMod Version 2016.3.2; EMFAC2017 Version 1.0.2

Notes: VMT=vehicle miles traveled; kWh=kilowatt hour

The proposed project would consume transportation energy during operations from the use of motor vehicles. Furthermore, it is anticipated that electricity would also be used for electric vehicle charging and transportation energy would come from deliveries from heavy duty trucks. Because the efficiency of the motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the proposed project are unknown, estimates of transportation energy use is assessed based on the overall vehicle miles traveled (VMT) and related

### 3. Environmental Analysis

transportation energy use. As seen in Table 7, the VMT for the proposed project is estimated to be 3,269,981 miles and would primarily come from future employees and customers of the dealership. As the proposed project would involve the construction of an automotive dealership, it would offer more employment opportunities for the local population and more options for purchasing vehicles within the city, thus contributing to reducing the vehicle miles traveled. Furthermore, the proposed project site would be within an urbanized area with nearby amenities and public transit options. These features and aspects of the proposed project would contribute in minimizing VMT and transportation-related fuel usage. Overall, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

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

**No Impact.** The follow discusses consistency of the proposed project with state and local plans pertaining to renewable energy and energy efficiency.

#### **CALIFORNIA RENEWABLES PORTFOLIO STANDARD**

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

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the State in meeting its objective in transitioning to renewable energy. Additionally, the proposed project would comply with the Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency and no impact would occur.

### 3. Environmental Analysis

## 3.7 GEOLOGY AND SOILS

VII. GEOLOGY AND SOILS.				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X
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

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.**

**No Impact.** The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone as delineated by the Alquist-Priolo Earthquake Fault Zoning Map (CGS 1999). No active faults are known to transect the site, and therefore the site is not expected to be adversely affected by surface rupturing. The nearest mapped known earthquake fault to the project site is the Whittier Fault, approximately two miles to the southwest. No fault rupture hazards are anticipated at the project site, and no impact would occur.

### 3. Environmental Analysis

#### ii) Strong seismic ground shaking?

**Less Than Significant Impact.** As with all development in Southern California, the proposed project site is in a seismically active region and may be subject to the effects of ground shaking. Strong ground shaking occurs when energy is released during an earthquake and varies depending on the distance between the site and the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the site. According to the *Geotechnical Investigation For Proposed Jaguar Land Rover And Volvo Dealership*, dated May 22, 2019, prepared by Petras Geosciences, and included as Appendix B to this Initial Study, no active faults are known to project through the property. Furthermore, the site does not lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act (AP Act) defines an active fault as one that “has had surface displacement within Holocene time (about the last 11,000 years).” The main objective of the AP Act is to prevent the construction of dwellings on top of active faults that could displace the ground surface resulting in loss of life and property. The Whittier fault located approximately 2.75 miles south from the site would probably generate the most severe site ground motions and is therefore the majority contributor to the deterministic minimum component of the ground motion models. This is according to the USGS Unified Hazard web site tool and/or the 2010 CGS ‘Fault Activity Map of California.’ Extensive studies of the fault suggest that the fault has a slip rate of around 2 to 3 mm per year. Although the probability of primary surface rupture is considered very low, ground shaking hazards posed by earthquakes occurring along regional active faults do exist.

As ground shaking from numerous local and regional faults could occur, structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance. The CBC comprises California Code of Regulations Title 24 Part 2; the 2019 CBC will take effect January 1, 2020. The CBC 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 at the site. In addition to conformance with the seismic safety provisions of the most current requirements of the CBC, project development would adhere to the specific recommendations regarding foundation designs and other relevant parameters of the proposed construction set forth in the site-specific geotechnical report to ensure that impacts related to seismic and geotechnical hazards would not adversely impact the project. The geotechnical report presents recommendations for site preparation, backfill, excavations, and foundation design. Conformance with standards and recommendations of the geotechnical report and CBC would ensure adequate mitigation of the risks associated with faulting within, or proximate to, the project site. Impacts would be less than significant.

#### iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction is a phenomenon in which cohesionless, saturated, fine-grained sand and sandy silt soils lose shear strength and fail due to ground shaking. Liquefaction is defined as the transformation of granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. According to the Seismic Hazard Zone map for the La Habra 7.5-minute quadrangle (CDMG, 1998), the subject site lies within an area that has been mapped as being potentially susceptible to earthquake-induced liquefaction. Based on a liquefaction analysis shown in the geotechnical

### 3. Environmental Analysis

report conducted by Petras Geosciences (see Appendix B) the site is considered susceptible to seismic liquefaction. This is due primarily to the documented presence of unconsolidated granular (sandy) soils in the area, the relatively shallow groundwater conditions, and to the proximity of seismic sources. Petras Geosciences' liquefaction analysis found the project site is subject to liquefaction in pockets of sandy soils associated with buried stream channels noted below the site. The liquefaction is not expected to be uniformly distributed across the site but is more likely to occur in pockets of soils associated with buried channels as noted in the geotechnical report. However, construction would comply with all CBC standards and recommendations of the geotechnical report, which would ensure adequate mitigation of the risks associated with liquefaction on or proximate to the project site. Therefore, impacts would be less than significant as a result of seismic-related ground failure, including liquefaction.

#### iv) Landslides?

**No Impact.** Significant landslides and erosion typically occur on steep slopes where stormwater and high winds can carry topsoil down hillsides. The project is located in a relatively level area, and there are no steep slopes where stormwater and high winds can carry topsoil down hillsides. Therefore, no impact would occur.

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

**Less than Significant Impact.** The existing site is a bare, slightly vegetated, mass graded pad used for parking for the automotive dealership located to the east. Ground surface conditions consist of seasonal grasses and exposed soil. Project development would involve grading and construction activities that would temporarily leave disturbed soil vulnerable to erosion if effective erosion control measures were not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Construction of the proposed project would be required to comply with best management practices (BMPs) that reduce or eliminate soil erosion from construction sites. Stormwater erosion management strategies are further discussed in Section 3.10, *Hydrology and Water Quality*. Conformance with such standards in addition to recommendations of the geologic study would reduce the potential for substantial soil erosion or the loss of topsoil from the site during the grading and construction phases. Once construction is completed, the proposed project will be roughly 87 percent impervious and consist of paved and building areas, coupled with maintained landscaping. As all exposed soil materials would be covered with pavement, landscaped areas, or turf, there would be limited potential for erosion or siltation to occur. With compliance with existing regulations governing erosion from construction sites, the project would have less than significant impacts on soil erosion, and impacts would be less than significant.

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

**Less Than Significant Impact.** Due to the flat topography of the project site and surrounding area, the potential for lateral spreading is considered very low. Additionally, as indicated under Section 3.7(a)(iii), though the soils on the project site are susceptible to liquefaction, all structures would comply with California Building Code standards and recommendations of the geologic study, which would serve as adequate mitigation of risks

### 3. Environmental Analysis

associated with liquefaction. The site has been previously developed, and development of proposed project structures would not increase the instability of soil on the project site. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse (addressed further under Section 3.7[a][iii]) would be less than significant.

**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 or “shrink-swell” soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water, greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. Expansive soils such as sand, silt, and clay silt soils are present within the City. A laboratory expansion index test was conducted on the existing on-site near surface materials to evaluate the soil expansion potential. Testing results indicated the onsite near surface soils were in the medium expansion category (EI greater than 50). The geotechnical report recommended that foundations and exterior flatwork be designed based on the soil’s expansive characteristics and included preliminary recommendations for both foundations and flatwork improvements. Actual final design parameters for expansive soils would be approved by the Los Angeles County Building and Safety Department upon completion of grading operations and laboratory testing of the finished pad soils. Therefore, compliance with the California Building Code and the recommendations of the geotechnical report would ensure adequate mitigation of the risks associated with expansive soils. Therefore, the potential impacts of expansive soils at the proposed project site would be less than significant.

**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.

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

**Less Than Significant Impact.** The project site is relatively flat, and there are no unique geological features on or next to the site. The City of Industry is not known to contain documented paleontological features (Industry General Plan 2014). Given the geology of the City, it is highly unlikely that any unknown fossils or geological features would be present in site soils and could be destroyed by ground disturbances from the proposed project. Furthermore, the proposed project entails minimal grading and excavation, and the site has been previously developed. The potential for the discovery of unknown paleontological resources or a unique geologic feature during construction activities of the proposed project is minimal; however, should a previously

### 3. Environmental Analysis

unknown paleontological or unique geological be discovered during construction activities, applicable state and local regulations would apply. Therefore, impacts would be less than significant.

## 3.8 GREENHOUSE GAS EMISSIONS

VIII. GREENHOUSE GAS EMISSIONS.				
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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.<sup>1, 2</sup>

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.<sup>3</sup> 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).<sup>4</sup> A

<sup>1</sup> Water vapor (H<sub>2</sub>O) 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.

<sup>2</sup> 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.

<sup>3</sup> 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).

<sup>4</sup> 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).

### 3. Environmental Analysis

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:

**g) 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 8, *Project-Related Operation GHG Emissions*. As shown in the table, the proposed project would generate GHG emissions from vehicle trips generated by the project (e.g., customers and deliveries) energy 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 annual emissions that exceed the SCAQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year (SCAQMD 2010). Therefore, the proposed project’s cumulative contribution to GHG emissions would be less than significant.

**Table 8 Project-Related Operation GHG Emissions**

Source	GHG (MTCO <sub>2e</sub> /Year)
Area	<1
Energy	260
Mobile (Vehicle Trips)	1,541
Solid Waste	66
Water	34
Amortized Construction Emissions <sup>1</sup>	14
<b>Total</b>	<b>1,916</b>
Proposed SCAQMD Bright-Line Threshold	3,000 MTCO <sub>2e</sub> /Yr
<b>Exceeds Bright-Line Threshold?</b>	<b>No</b>

Source: CalEEMod, Version 2016.3.2. Totals may not equal to the sum of the values as shown due to rounding

Notes: MTons: metric tons; MTCO<sub>2e</sub>: metric ton of carbon dioxide equivalent

<sup>1</sup> Total construction emission are amortized over 30 years per SCAQMD methodology.

### 3. Environmental Analysis

#### **h) 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 (CARB 2008). 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.

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

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact

### 3. Environmental Analysis

communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region’s remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. Implementation of the proposed project would result in an increase of customers to the project site. However, it would be an infill development project in the City and would be in a developed commercial area that currently consists of other automotive dealerships. Serving the local community could contribute to reducing the vehicle miles traveled by providing the local community with closer options for automotive services. Furthermore, the proposed project is a permitted use under both the underlying General Plan land use designation and zoning for the project site. Therefore, the proposed project would not interfere with SCAG’s ability to implement the regional strategies outlined in the RTP/SCS, and no impact would occur.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b>				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>
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?			<b>X</b>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<b>X</b>
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?			<b>X</b>
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?			<b>X</b>
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			<b>X</b>
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			<b>X</b>

### 3. Environmental Analysis

A Phase 1 Environmental Site Assessment (ESA) dated December 20, 2018 was conducted for the subject property by Advanced GeoEnvironmental, Inc (see Appendix C). The assessment revealed no Recognized Environmental Conditions (RECs) for the subject property. The following analysis is based in part on this Phase 1 ESA document.

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 construction of the proposed dealership buildings would require fuels, lubricating fluids, solvents, or other substances. The use, transport, storage, and disposal of hazardous materials using these substances comply with existing regulations established by several agencies, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department.<sup>5</sup>

#### **OPERATION**

The proposed buildings include automotive dealership showrooms, offices, a full-service center, and car washing facility. The automotive services component of the project site would receive shipments of oil, lubricants, and other fluid materials, and produce waste oil and other lubricant by-products. Car wash runoff would be treated onsite with designated treatment basins. Project operational use would also involve the use of cleaning supplies such as soaps and cleansers, and maintenance materials such as paint. Materials would be for use in performing automotive services and washing, as well as cleaning and maintenance of the buildings. Daily hazardous waste oil and coolant would be contained in a double walled tank on-site and picked up by a vendor twice a week; adherence to these measures would be assured through a condition of project approval from the City. The use, transport, and disposal of such materials would be in compliance with the Los Angeles County Hazardous Materials Business Plan provisions to ensure that any materials are handled correctly. Through a condition of project approval, the City will ensure the provisions of the Los Angeles County Hazardous Materials Business Plan are adhered to. Impacts would be less than significant.

- 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.**

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<sup>5</sup> The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

### 3. Environmental Analysis

#### **CONSTRUCTION EFFECTS**

According to the Phase I ESA by Advanced GeoEnvironmental, no RECs were identified on the project site and the project site does not appear on any regulatory agency database such as GeoTracker, Environmental Justice Screening and Mapping Tool (EJSCREEN), EnviroMapper, EnviroStor, or the Solid Waste Information System (SWIS) facility database, however the site is listed on HAZNET for the year 2007 as a hazardous waste generator including 0.2 ton of polychlorinated biphenyls and material containing PCBs (Advanced GeoEnvironmental). Based on the lack of site specific environmental concerns, including previous on-site development hazards that were determined to pose no risk to the project site, construction activities associated with the proposed project are not anticipated to result in the exposure of construction personnel and the public to any unidentified hazardous substances in construction debris or on-site soil. Within a 0.25-mile radius of the project site are identified Resource Conservation and Recovery Act (RCRA) generator sites, underground storage tanks, the San Gabriel Valley groundwater basin superfund site currently undergoing remediation, and a closed utility manufacturing groundwater release, all of which were found to be insignificant to the status of the project site under the analysis of the Phase 1 ESA. No on-site hazards exist; however, the use of certain construction materials may result in safety hazards.

Cal/OSHA regulates worker safety with respect to the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee training programs.

Compliance with existing regulations would ensure that construction workers and the general public are not exposed to any unusual or excessive risks related to any hazardous materials during construction activities. Impacts to construction workers and the public from any hazardous materials during construction activities for the proposed project would be less than significant.

#### **OPERATIONAL EFFECTS**

It is not anticipated that operation of the proposed project would create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Hazardous materials that could be stored within the project site would consist of new and waste oil and coolant, and common chemicals used for maintenance and cleaning. Development of the proposed project would include the use and storage of materials and various fluids used for automotive services, and common hazardous materials such as paints, solvents, and cleaning products for maintenance of the facilities.

In the unlikely event of unanticipated exposure to these products, the potential risk would vary among individuals as the properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited to service center workers and quantities would be limited based on the nature and scale of the project. City of Industry and Los Angeles Fire Department regulations require that prospective building occupants maintain equipment and supplies for containing and cleaning up minor spills of hazardous materials;

### 3. Environmental Analysis

train staff on such containment and cleanup; and notify appropriate emergency response agencies immediately in the event of a hazardous materials release of greater quantity and/or hazard than onsite staff can safely stop, contain, and clean up. Impacts would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.** The project site is in a commercial area and no sensitive receptors exist in the immediate vicinity of the site. No schools exist within 0.25 mile of the project site. Emissions would not pose health hazards to any nearby sensitive receptors. Impacts would be less than significant.

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

**No Impact.** Refer to response 3.9(b). The project site does not appear on any regulatory agency database, including GeoTracker, EJSCREEN, EnviroMapper, EnviroStor, or the SWIS facility database (Advanced GeoEnvironmental). Adherence to existing laws and regulations would ensure that the no impact associated with exposure to hazardous materials from the development of the proposed project 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 site is approximately nine miles southeast of the San Gabriel Airport. According to the San Gabriel Airport Influence Area Map, the proposed project site is not in an airport land use plan area (Los Angeles 2019). The project site is approximately 1 mile southeast of the Los Angeles Sheriff's Department private heliport. The proposed project would not result in safety hazards or excessive noise for people residing or working in the area from either the public airport or private heliport, and no impact would occur.

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

**No Impact.** The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. Project construction and operation of the project as an automobile dealership would not block access to the project site or to surrounding properties, and would not impede the evacuation program. Notification of emergency personnel of impending blockages, detour signs, and a construction plan for traffic would ensure that there would be no impact in the case of emergency evacuation. Project development would be conducted in accordance with regulatory standards and would not interfere with implementation of the OAERP. Therefore, implementation of the proposed project would have no impact on emergency response or evacuation plans. Refer also to Response 3.20(a).

### 3. Environmental Analysis

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

**Less Than Significant Impact.** The proposed project site and surrounding area are characterized by features typical of an urban landscape, with wildlands to the south across SR-60. The proposed project is surrounded by commercial development and 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 2007). The nearest FHSZ in the SRA and the LRA is a VHFHSZ 0.4 mile south of the project site where open space interfaces with the urban edge, south of Colima Road. Land between the edge of the FHSZ and the project site is dense urban development and includes SR-60. Consequently, due to intervening development and infrastructural barriers, development of the proposed project would not result in the direct or indirect exposure of people or structures to hazards associated with wildland fires, and impacts would be less than significant.

### 3.10 HYDROLOGY AND WATER QUALITY

<b>X. HYDROLOGY AND WATER QUALITY.</b>				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<b>X</b>
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<b>X</b>
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:			<b>X</b>
i)	result in a substantial erosion or siltation on- or off-site;			<b>X</b>
ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			<b>X</b>
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			<b>X</b>
iv)	impede or redirect flood flows?			<b>X</b>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			<b>X</b>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			<b>X</b>

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.**

### 3. Environmental Analysis

#### CONSTRUCTION

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. In the Los Angeles metropolitan area, where the City of Industry is located, the SWRCB is the permitting authority, while the Los Angeles Regional Water Quality Control Board (RWQCB) provides local oversight and permit enforcement. In addition to federal and state regulations, the project applicant would also be required to adhere to applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code. For example, Section 13.16.080 (Requirements for industrial/commercial and construction activities) contains construction activity stormwater requirements to preserve water quality and prevent erosion in the City.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is 6.38 acres and, therefore, project construction is subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Categories of BMPs typically used in SWPPPs are described in Table 9, *Construction BMPs*, below. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels, and no mitigation measures are necessary.

**Table 9 Construction BMPs**

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-	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.

### 3. Environmental Analysis

**Table 9 Construction BMPs**

Category	Purpose	Examples
	stormwater discharges and contamination of any such discharges.	
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.

#### OPERATION

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking areas, driveways, and service areas that could be carried off-site. Project design features would address the anticipated and expected pollutants of concern during the project’s operational phase. On-site landscaping, which comprises approximately 12 percent of the total project site, would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. The project would include source control BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Engineered drainage systems would serve a water treatment function, utilizing modular wetlands to capture and retain stormwater prior to release into the site’s tributary drainage areas. The proposed project would modify drainage patterns onsite but would discharge runoff to the same northern site connection point to the public storm drain system. Adherence to Chapter 13.16 of the City’s Municipal Code and implementation of operational BMPs would be assured via a condition of project approval from the City.

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 is subject to the Code requirements because best management practices, mitigation measures, and design features regarding stormwater runoff are required to be implement for new development in the City (Municipal Code 13.16.020). 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 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.

Modular wetland BMPs on the project site would be designed to capture and retain the Stormwater Quality Design Volume (SWQDV), which is defined as the 0.75-inch, 24-hour rain event or the 85<sup>th</sup> percentile, 24-hour rain event, as determined from the Los Angeles County 85<sup>th</sup> percentile precipitation isohyetal map, whichever

### 3. Environmental Analysis

is greater. The SWQDv values for the proposed project were calculated for infiltration, with treatment values calculated to be 1.5 times the infiltration values.

In general projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The proposed project would comply with water quality standards, and impacts would be less than significant. 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.**

Water to the project site is serviced by Rowland Water District (RWD). RWD largely obtains its water supplies from the Metropolitan Water District of Southern California. RWP projects that it will have adequate water supplies to meet water demands in its service area through 2040 (RWD Urban Water Management Plan). Further, the proposed project site is neither a designated groundwater recharge area, nor does the project site serve as a primary source of groundwater recharge. No water features (e.g., streams or creeks) that serve the purpose of groundwater recharge for the area are located in the project vicinity. Therefore, implementation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge and impacts 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 a substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** In October 2019, Omega Engineering Consultants conducted a drainage study for the project site which is included in Appendix D. The existing site is a bare, slightly vegetated, mass graded pad used for parking for the automobile dealership located to the east. Ground surface conditions consist of seasonal grasses and exposed soil. The site is underlain by #17, yolo clay loam soil. The project site drains from south to north at an average slope of approximately one percent via surface flow to an existing catch basin. From the existing catch basin, storm water is conveyed offsite to a 36-inch reinforced concrete storm drainpipe. The drainage from the project site ultimately drains to the San Jose Creek and then to San Gabriel River.

Implementation of the proposed project would introduce new impervious surfaces of the project with development of the new buildings and asphalt concrete drive aisles and parking stalls. Landscaping would be provided within islands around the parking lot and adjacent buildings. The proposed site would be roughly 87 percent impervious. Although there are changes to the site stormwater conveyance, the proposed site maintains the same discharge point identified in the existing condition.

### 3. Environmental Analysis

Furthermore, the applicant's contractor will be required to prepare an SWPPP in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP will identify BMPs to be implemented during construction activities at the project site to minimize soil erosion and protect existing drainage systems. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level.

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

**Less Than Significant Impact.** Refer to Response 3.10(c)(i), above. The development of the project site will modify the onsite drainage patterns but will maintain the existing discharge point. However, based on a drainage study by Omega Engineering Consultants in October 2019, the proposed improvements result in a decrease in generated runoff during the peak of the 50-year, 24-hr storm for existing catch basin. Specifically, the project site will decrease the 50-year flow from the existing condition from 18.84 cfs to 14.79 cfs, a reduction of 4.05 cfs. Therefore, the project would improve the existing drainage pattern of the site by reducing the amount of runoff leaving the site during rain events. Impacts would be less than significant.

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

**Less Than Significant Impact.** Refer to Responses 3.10(b) and 3.10(c)(i), above. Grading and drainage plans will be prepared for the proposed project, consistent with local, state, and federal water quality requirements. The 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. Currently the site drains via surface flow to the north boundary of the site, where it flows into a private storm drain riser. This riser connects to a public storm drain that runs under the un-named alley immediately north of the site. The public storm drain system conveys the runoff north and west to an outfall to San Jose Creek. The proposed site modifies drainage patterns onsite, but it will discharge runoff to the same connection point with the public storm drain system. The City's existing stormwater infrastructure is currently adequate to accommodate stormwater runoff from the site, which would not increase in rate or amount with project implementation as compared to existing conditions. Impacts would be less than significant.

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

**No Impact.** The proposed project area is within Federal Emergency Management Agency Flood Zone Designation X (Zone X) (FEMA 2008). Zone X is an area of minimal flood hazard, usually depicted on Flood Insurance Rate Maps (FIRMs) as having a 0.2 percent annual chance flood. Further, the project is not located within a 100-year flood hazard zone. The project is not located in an area that would expose people or structures to significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam per the dam inundation map provided on the California Division of Safety of Dams website. Therefore, the project site is not located within a flood hazard area. Implementation of the proposed project would not impede or redirect flood flows and runoff rates would remain similar to existing conditions. No impact would occur.

### 3. Environmental Analysis

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

**No Impact.** As stated in Response 3.10(c)(iv), the proposed project site is not within a flood hazard area. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. However, there are no large water tanks in the area that could impact the proposed project site. Additionally, the project site is about 20 miles inland from the Pacific Ocean and at an elevation of about 400 feet above mean sea level; therefore, there is no tsunami flood risk at the site. In sum, the project is not subject to inundation by tsunami, seiche, or flood, and no impacts would occur.

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

**Less Than Significant Impact.** As stated in Responses 3.10(a) and 3.10(b), above, compliance with existing laws and regulations would ensure that the proposed project would result in a less than significant impact regarding conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

### 3.11 LAND USE AND PLANNING

XI. LAND USE AND PLANNING.				
a)	Physically divide an established community?			<b>X</b>
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?			<b>X</b>

Would the project:

**a) Physically divide an established community?**

**No Impact.** The site is surrounded by industrial and commercial uses and gains access from existing public roadways. The proposed project is similar in land use to the existing neighboring buildings. No impact would occur.

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

**No Impact.** The proposed automotive dealership use is permitted under both the Commercial General Plan land use designation and the Automobile Zone (AZ) zoning designation. As a proposed automobile dealership and service center, the project would not conflict with land use regulations. No impact would occur.

### 3. Environmental Analysis

#### 3.12 MINERAL RESOURCES

XII. MINERAL RESOURCES.					
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?				<b>X</b>
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?				<b>X</b>

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 mapped as Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey, meaning that significant mineral deposits are known to be absent, or where it is judged that there is little likelihood that such deposits are present (CGS 1994). Project development would not cause a loss of availability of a known mineral resource, therefore no impact would occur.

**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 2019). 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.

#### 3.13 NOISE

XIII. NOISE.					
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				<b>X</b>
b)	Generation of excessive groundborne vibration or groundborne noise levels?				<b>X</b>
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?				<b>X</b>

### 3. Environmental Analysis

Would the project result in:

#### 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 of Industry 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. Fundamentals of noise and vibration and additional regulatory background information, including local regulations, are included in Appendix E.

#### EXISTING NOISE ENVIRONMENT AND SENSITIVE RECEPTORS

The project site is currently undeveloped and is located on Gale Avenue between South Azusa Avenue and Fullerton Road, in the City of Industry, in Los Angeles County. The site is surrounded by commercial and industrial uses. A Union Pacific Railroad line lies directly north of the project site. According to the City of Industry 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 medium density residential uses, approximately 2,000 feet to the south, and single-family residential uses, approximately 2,000 feet to the southeast. Both of these sets of receptors are located within the unincorporated community of Rowland Heights (LA County 2018), across SR-60 from the project site. Boundaries of the Community of Rowland Heights are exposed to noise from the surrounding commercial, industrial, and residential uses, nearby traffic along major arterials, and train pass-bys along the Union Pacific Railroad line.

#### Regulatory Setting

##### *County of Los Angeles Noise Standards Municipal Code*

The City’s Code only 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 10, *County of Los Angeles Exterior Noise Standards*, below:

**Table 10 County of Los Angeles Exterior Noise Standards**

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA) <sup>1,2</sup>				
		Standard 1 (L <sub>50</sub> )	Standard 2 (L <sub>25</sub> )	Standard 3 (L <sub>8</sub> )	Standard 4 (L <sub>2</sub> )	Standard 5 (L <sub>max</sub> )
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

### 3. Environmental Analysis

**Table 10 County of Los Angeles Exterior Noise Standards**

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA) <sup>1,2</sup>				
		Standard 1 (L <sub>50</sub> )	Standard 2 (L <sub>25</sub> )	Standard 3 (L <sub>5</sub> )	Standard 4 (L <sub>2</sub> )	Standard 5 (L <sub>max</sub> )
		7 AM to 10 PM	60	65	70	75
Industrial Properties	Anytime	70	75	80	85	90

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

Notes:

<sup>1</sup> 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.

<sup>2</sup> 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.

#### **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.

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.** Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. A substantial increase in

### 3. Environmental Analysis

ambient noise is defined as 3 dB CNEL. A 3 dB increase in traffic noise levels corresponds to approximately a doubling of average daily traffic (ADT).<sup>6</sup>

#### Road Noise

Per the traffic analysis, the project is estimated to generate a maximum of 193 trips during weekday peak hours. In comparison to existing traffic on Gale Avenue, 17,164 ADT, (LA County Public Works) project contribution represents a worst-case increment of approximately 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 Gale 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 16 months. Construction equipment for the proposed project could include equipment such as a, 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. As there is no structure on site, haul trips would be limited to soils removed during grading and construction related refuse. However, these occurrences would generally be infrequent and short lived. 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 2,000 feet south and southeast, respectively, from the project site. Consequently, the operation of rooftop HVAC units at the Project buildings would generally be overshadowed by traffic flow noise on SR-60. Due to distance, traffic noise on SR-60, and compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant.

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<sup>6</sup> Vehicle types, flow speeds, and roadway geometries being held constant.

### 3. Environmental Analysis

#### 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.

Due to distance of at least 2020 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 SR-60. Due to distance, traffic noise on SR-60, and compliance with pertinent local noise regulations, noise levels from project operation would be less than significant.

##### **Stationary-Source Noise**

Stationary source impacts would be limited to an increase in car movements and idling due to the development of an automotive dealership, service center, and car wash. However, these types of noise sources are the same as sources directly east and west of the site. On the eastern border and western border of the project site are automotive dealerships, Puente Hills Mazda and Puente Hills Hyundai, respectively. However, there are no sensitive receptors in the immediate vicinity of the project site. Furthermore, any noises generated by the project during operation would be overshadowed by State Route 60 directly south of the project site, and the Union Pacific Railroad line directly north of the 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 commercial 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.

##### **Operational Activities**

While the proposed project would include car movements from the automotive dealership, automotive service center, and car wash, the operation of the proposed project would not include any notable, long-term vibration sources. Further, the movement of delivery trucks would 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. Thus, no significant vibration effects or impacts from operations sources would occur, and no mitigation measures are required.

##### **Construction Activities**

The project would construct automotive dealership that includes a reception area and lounge, showrooms, sales and consultation area, personalization studio/shop, vehicle service reception area, new car delivery area,

### 3. Environmental Analysis

restrooms and offices. Overall, project construction is expected to be 16 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 undeveloped lot that contains no structures or buildings. Consequently, the use of heavy construction equipment for demolition of man-made or large earthen objects will not be required. Grading activities will require the use of one water truck for dust control, two load graders, two skip loaders, three excavators, two backhoes, three scrapers, and two compactors. One 4000lb forklift and three boom lifts will be required during the duration of construction. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated.

Table 11, *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 11 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.

### 3. Environmental Analysis

The most vibration-intensive piece of equipment anticipated to be used during project construction is a backhoe (comparable to a large bulldozer), which generates a vibration level of 0.089 PPV in/sec at a distance of 25 feet. The nearest structures to the project site construction site are the Puente Hill Mazda to the east (approximately 25 feet from the project boundary) and the Puente Hill Hyundai to the west (approximately 100 feet from the project boundary). At these distances, vibration levels due to use of backhoes would be 0.089 PPV and 0.011 PPV, respectively. 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 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. The threshold for vibration annoyance at sensitive receptors is 78 VdB (FTA, 2006).

Vibration dissipates quickly with distance, and the nearest sensitive receptors are at least 2,000 feet from the construction zone (using this spatial average methodology). At this distance, vibration levels from a backhoe (comparable to a large bulldozer) would be approximately 31 VdB - well below the 78 VdB threshold for vibration-induced annoyance. Additionally, construction would take place during the least sensitive hours of the day. The commercial 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.

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 located within an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The nearest public airports are El Monte Airport, approximately 8.3 miles northwest of the site, and Fullerton Municipal Airport, approximately 10 miles south of the site (Airnav, Google Earth Pro, 2017). While light plane and other aircraft noise is occasionally noticeable in the project area, the project is well beyond any airport's 60 dBA CNEL zone.

### 3. Environmental Analysis

Additionally, there are no private airstrips near the project site. The closest heliports to the site are the LA County Sheriff's Department Helicopter, approximately one mile to the northwest (Ainnav.com, Google Earth Pro, 2017). This facility has infrequent and sporadic use, which would result in negligible amounts of noise at the project site. As above, these limited helicopter operations may, occasionally, be noticeable in the project area, but the project site would not be exposed to private aircraft-generated noise levels anywhere near 60 dBA CNEL. Therefore, no impacts would occur due to excessive aircraft noise levels or private airports and heliports and no mitigation measures are necessary.

#### 3.14 POPULATION AND HOUSING

XIV. POPULATION AND HOUSING.					
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.** The project site is located within a developed commercial area primarily consisting of automotive dealerships. No residential development is proposed under the project; therefore, the Proposed Project would not directly induce population growth in the area. The proposed automotive dealership would be developed to serve the storage needs of existing and future residents of Los Angeles County and would not indirectly cause population growth. The project site is also provided with adequate road access and utilities, and project development would not require extension of roadways or utilities. 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.** The project site is currently undeveloped. Historically, the site appears to never have supported residential uses. The site is not zoned residential. Based on a review of historical aerial imagery presented by Google Earth, the site appears to have been previously developed as two small office buildings in the south eastern corner as well as a parking area within the eastern portion of a large warehouse on the western portion of the site. The rest of the site was covered in an asphalt parking lot. The warehouse appears to have been demolished in 2005 and the office buildings as well as the remaining asphalt was removed by 2007.

Therefore, no actively utilized or potentially active residences would be displaced or removed as a result of the proposed project, and the proposed project would have no impact on existing housing. Therefore, the proposed

### 3. Environmental Analysis

project would not displace any people or necessitate the construction of any replacement housing. No impact would occur.

#### 3.15 PUBLIC SERVICES

XV. PUBLIC SERVICES.				
a) Fire protection?			<b>X</b>	
b) Police protection?			<b>X</b>	
c) Schools?				<b>X</b>
d) Parks?				<b>X</b>
e) Other public facilities?				<b>X</b>

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 of Industry. The nearest fire station to the project site is Station 118 at 17056 Gale Avenue in the City of Industry, approximately 0.9 mile to the west. Project development would result in an increase in demands for fire protection and emergency medical services compared to the existing undeveloped site. The proposed project will be constructed to current building code requirements regarding fire suppression and access. According to the City of Industry General Plan EIR, there are adequate firefighting resources in the region to serve the proposed project as well as existing developments in the region, and project development would not require construction of new or expanded fire stations (Industry 2014a). Impacts would be less than significant.

##### b) Police protection?

**Less Than Significant Impact.** The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Industry. 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 northwest. Project development would generate an increase in demands for police protection compared to the existing undeveloped site; however, the development of the new automobile dealership building would likely result in a more secure environment than the existing undeveloped site. Additionally, the number of emergency calls taken in by the Industry Station has declined over the years since 2004, thereby decreasing the service needs of the Industry Station (Industry 2014b). Project development would not require construction of new or expanded sheriff's stations, and impacts would be less than significant.

### 3. Environmental Analysis

**c) Schools?**

**No Impact.** Demand for schools is generated by the number of residential units in a school’s attendance area. The proposed project would not result in land uses (e.g., housing) that would result in population growth or create a greater demand for school services. The proposed project would not result in an increase in student population and no impact would occur.

**d) Parks?**

**No Impact.** Demand for parks is generated by the population within each park’s service area. The proposed project would not increase population and would not create demand for parks. No impact would occur.

**e) Other public facilities?**

**No Impact.** Demand for library services is generated by the population within a library’s service area. The proposed project would not increase population and would not create demand for libraries. The proposed project would not significantly affect any other public facilities in the project vicinity. No impact would occur.

### 3.16 RECREATION

XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				<b>X</b>
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?			<b>X</b>	

**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.** Demand for parks are generated by the population in the park’s service areas. The proposed project would not increase population and would not increase use of parks. No impact would occur.

**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?**

**Less than Significant Impact.** The proposed project would not develop recreational facilities and as no residences are included as part of the project, would not require development of such facilities. No impact would occur.

### 3. Environmental Analysis

#### 3.17 TRANSPORTATION

<b>XVII. TRANSPORTATION.</b>				
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			<b>X</b>
b)	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			<b>X</b>
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			<b>X</b>
d)	Result in inadequate emergency access?			<b>X</b>

The following section is based on the findings of the *Traffic Impact Analysis SoCal Penske Dealership in City of Industry*, conducted by PlaceWorks, dated November 2019.

**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 proposed project would result in the development of an auto dealership consisting of three news buildings on at 6.38-acre site in the City of Industry. The combined floor area of the three buildings is 79,605 square feet. Figure 4, Project Site Plan, shows the planned location of the three buildings—the three buildings will be centrally located on the site, while the vehicle display lots, and site parking, will surround the buildings (585 spaces). Adjacent to the project site are other dealerships and commercial properties, consistent with the area’s designation as an Automobile Zone (AZ) by the City’s General Plan, with land use designation of Commercial. Site access would be provided primarily via a driveway on Gale Avenue. The driveway will be approximately 36 feet to accommodate both truck and passenger vehicles. An additional driveway on the northern boundary of the project site will provide access to a back alley that leads to minor roadways with access to Gale Avenue. The proposed project is not expected to have significant impacts to the circulation system around the project site.

Construction activities are anticipated to begin in winter 2020 and completed in one stage lasting approximately 16 months. The proposed project is not expected to have significantly impacts to the circulation system around the project site. Construction of the proposed project would generate additional temporary traffic on the existing area roadway network. These new vehicle trips would include construction workers traveling to the site as well as delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require oversize vehicles that may travel at slower speeds than existing traffic and, due to their size, may intrude into adjacent travel lanes. These oversize trips may decrease the existing level of service (LOS) on area freeways, roadways, and/or at intersections. Additionally, the total number of vehicle trips associated with all construction-related traffic (including construction workers) would temporarily increase daily traffic volumes traveling on local roadways and intersections. Construction activities would take place between the hours of 7:00 AM to 7:00 PM on weekdays and no construction activities would occur on Sundays or federal holidays.

### 3. Environmental Analysis

Once materials are delivered to the site, all construction activities would occur on-site within the existing boundaries. All staging of construction vehicles will occur on site. Lane closures are not anticipated, and no off-site roadway improvements are required or proposed that would have the potential to interrupt area circulation or redirect traffic. As such, project construction is not anticipated to substantially disrupt area traffic or cause a significant increase in daily traffic on area roadways or at local intersections, thereby adversely affecting existing conditions. Per standard construction procedures, the construction contractor would prepare and implement a traffic control plan to ensure that public safety and emergency access are maintained during the construction phase. As such, sidewalk facilities would not be impacted during project development. Implementation of the traffic control plan would ensure that existing conditions are not adversely affected or substantially degraded by project construction.

#### Non-Motorized Transportation and Transit Network

Foothill Transit operates public transit bus routes in the vicinity of Industry. Due to the auto dealership's proximity to the Puente Hills Mall, there are a number of bus routes that operate near the project site. Lines 178, 280, 285, 289, 482, and 493 are the closest bus routes to the site location. Particularly Line 285 operates between La Habra and Industry, with stops in Whittier and Hacienda Heights. Line 285 provides services that run along Gale Avenue, with stops at Gale Avenue at Hacienda Boulevard and Puente Hills Mall. Line 280 provides north/south services between Azusa and Industry. Passengers would disembark/embark at the Azusa Avenue and Gale Avenue stop.

#### STUDY AREA STREET NETWORK

A Traffic Impact Assessment (TIA) was prepared for the proposed project to estimate trip generation, analyze effects on intersection operations, quantify parking impacts, and review area roadway capacity and access during a typical day of operation. Appendix F to this document encompasses the TIA and associated elements. Figure 5, *Roadway Network and Intersections*, identifies the study area street network and eight study area intersections analyzed, including the type of traffic control and lane configuration at each intersection. The study area was defined in a memorandum of understanding and consultation with City Public Works' staff. The following intersections were analyzed:

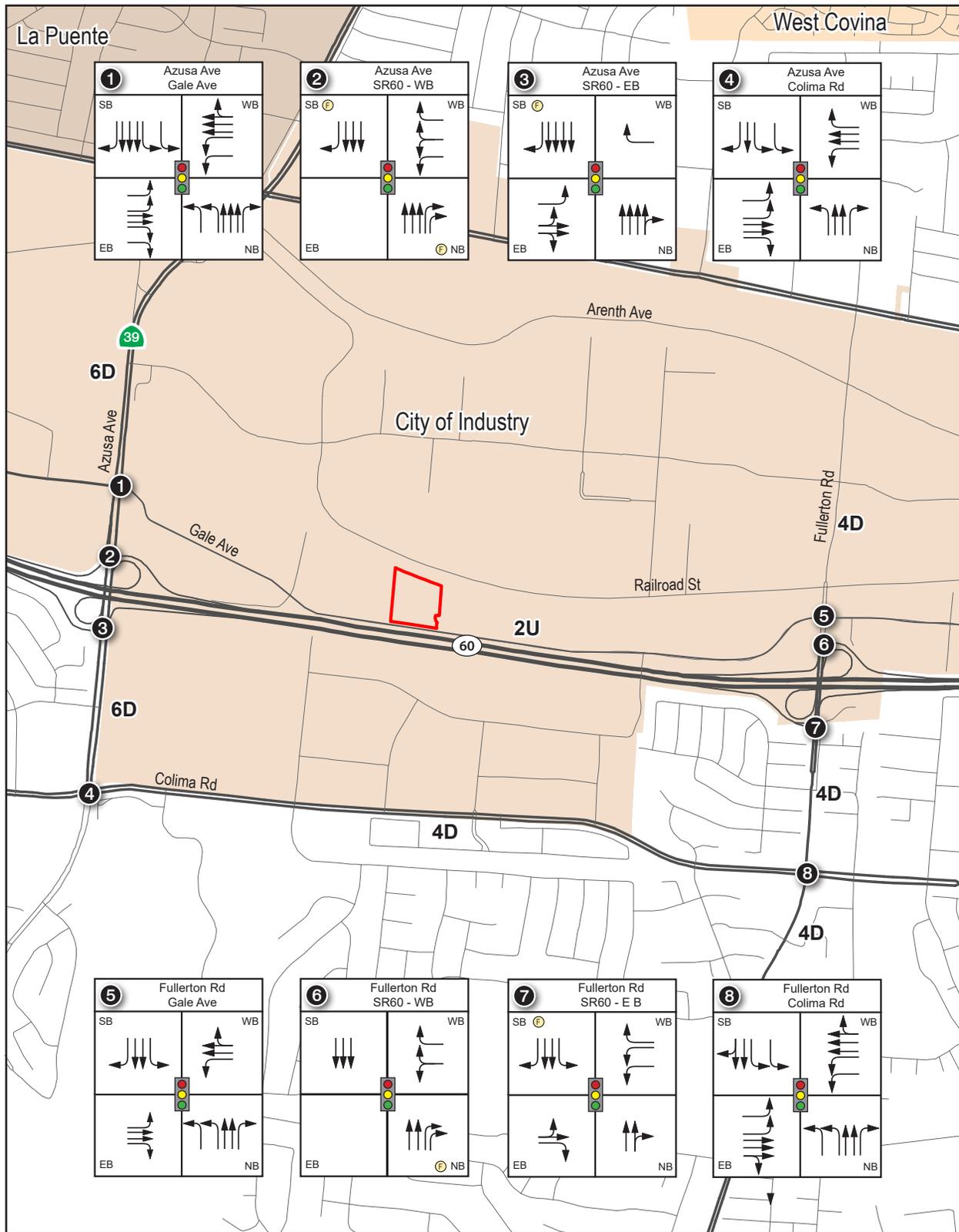
1. Gale Avenue and Azusa Avenue
2. Azusa Avenue and SR-60 westbound ramps
3. Azusa Avenue and SR-60 eastbound ramps
4. Azusa Avenue and Colima Road
5. Gale Avenue and Fullerton Road
6. Fullerton Road and SR-60 westbound ramps
7. Fullerton Road and SR-60 eastbound ramps
8. Colima Road and Fullerton Road

All study intersections are located in the City of Industry, except for Colima Road at Fullerton Road which is located in unincorporated Los Angeles County. Azusa Avenue and Colima Road is in the border of Industry and unincorporated County.

### 3. Environmental Analysis

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Figure 5 - Study Network and Lane Configurations



Source: Esri, 2019

### 3. Environmental Analysis

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## 3. Environmental Analysis

### METHODOLOGY

The weekday morning (AM) and afternoon (PM) peak hour traffic operations were evaluated at the study area intersections. An analysis of traffic impacts was conducted by quantifying the before-and-after traffic volumes, then determining the average delay values (for the unsignalized intersections), the ICU values (for the signalized intersections), and the levels of service at the study area intersections for the "without project" and "with project" scenarios. Two scenarios were used as the baseline conditions for the intersection impact analysis: the existing year 2019 conditions and the projected year 2022 conditions. The impact analysis addresses the following four scenarios:

- Existing
- Existing Plus Project
- 2022 Opening Year No Project,
- 2022 Opening Year With Project

To quantify the existing baseline traffic conditions, the study area intersections were analyzed to determine their operating levels of service (LOS) during the weekday morning (7 to 9 AM) and evening (4 to 6 PM) hours.

### Definition of Level of Service

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F to represent traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

### Intersection LOS

In conformance with the City's requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization method. The ICU technique is intended for signalized intersection analysis and estimates the volume-to-capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU value translates to an LOS grade. Descriptions of the LOS letter grades for signalized intersections and the relationships between the various V/C ratios are provided in Table 12, *Intersection LOS Criteria for Signalized Intersections*. To determine the LOS at the signalized intersections in Industry per City requirements, the ICU calculations used a lane capacity of 1,600 vehicles per hour for left-turn, thru, and right-turn lanes, with a lost time of 10 seconds per cycle. Intersection operation was analyzed using the Vistro version 6 software.

### 3. Environmental Analysis

**Table 12 Intersection LOS Criteria for Signalized Intersections**

Level of Service	Description	V/C Ratio
A	No physical restriction on operating speeds.	0.000–0.600
B	Stable flow with few restrictions on operating speed	0.601–0.700
C	Stable flow and more restrictions on speed and lane changing due to higher volumes of traffic	0.701–0.800
D	Approaching unstable flow conditions with little freedom to maneuver and which may be intolerable for short periods	0.801–0.900
E	Absolute capacity of the road. Characterized by unstable flow, lower operating speeds than LOS D, and some momentary stoppages may occur	0.901–1.000
F	Forced flow operation (more traffic demand than there is capacity on the road) where the roadway acts as a storage area and many stoppages occur	Over 1.000

Source: City of Industry General Plan 2014.

The methodology used to assess the operation of an unsignalized intersection is based on the Highway Capacity Manual. The peak hours selected for analysis are the highest volumes in four consecutive 15-minute periods from 7 to 9 AM and from 4 to 6 PM on weekdays. Per the HCM methodology, overall average intersection delay at all-way-stop intersections was calculated, and the worst-case approach delay was calculated at cross-street-stop intersections. The level of service corresponds to the delay calculated. Table 13, *Unsignalized Intersection Level of Service Descriptions*, describes the level of service concept and the operating conditions expected under each level of service.

**Table 13 Unsignalized Intersections Level of Service Descriptions**

LOS	Description	Average Delay per Vehicle (seconds)
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and	50.01 and up

### 3. Environmental Analysis

**Table 13 Unsignalized Intersections Level of Service Descriptions**

LOS	Description	Average Delay per Vehicle (seconds)
	long cycle lengths may also be major contributing causes to such delay levels.	

Source: Highway Capacity Manual, Transportation Research Board, 2016.

Notes: If volume-to-capacity (V/C) ratio is greater than 1.0 for the operation of a signalized or unsignalized intersection, the LOS is F regardless of the delay value.

The software PTV Vistro 6 was used to determine the LOS at the study area intersections. The Highway Capacity Manual (HCM) 6<sup>th</sup> Edition unsignalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle).

#### ACCEPTABLE LOS AND THRESHOLDS OF SIGNIFICANCE

##### City of Industry

The City strives to maintain a peak-hour LOS D at intersections. An impact would occur at City of Industry signalized intersections if the ICU value under With Project conditions is LOS E or F *and* the ICU increase attributable to the project is 0.020 or greater. The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions.

Mitigation measures must be identified for intersections that show a significant project impact under the opening year scenario. The LOS with mitigation must be improved to LOS D or better. The percentage of fair-share cost for the project shall be calculated at each location using the total trips generated by the project divided by the total “new” traffic, which is the net increase in traffic volume from all proposed projects and ambient growth. Fair-share cost of mitigation shall be calculated using the fair-share percentage of the project volumes multiplied by total estimated cost of mitigation.

##### Los Angeles County

The County of Los Angeles strives to maintain a peak-hour LOS D at intersections. Significant impacts at signalized intersections are determined by comparing the final V/C ratio and project-related increase in V/C based on the level of service for with- and without-project buildout scenarios. Potential traffic impacts would occur if, during the weekday peak hours:

- At intersections operating at LOS C (V/C ratio between 0.701 to 0.800) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.040.
- At intersections operating at LOS D (V/C ratio between 0.801 to 0.900) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.020.
- At intersections operating at LOS E (V/C ratio between 0.901 to 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.

### 3. Environmental Analysis

- At intersections operating at LOS F (V/C ratio greater than 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions.

Los Angeles County Metropolitan Transportation Authority (Metro) serves as the county's congestion management agency. The Los Angeles County Congestion Management Program was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The LOS standard in Los Angeles County is LOS E, except where base year LOS is worse than E. In such cases, the base year LOS is the standard. A 1992 base year has been established for Los Angeles County. CMP statute states that deficiency plans are required when LOS standards are not met on portions of the CMP highway system. A deficiency is defined as an intersection or segment of a highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS E.

#### **Los Angeles County Congestion Management Plan**

The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, a significant impact may result and a traffic impact analysis is required under the following conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Pomona Freeway (SR-60) and the nearest CMP intersection at Azusa at Colima Road.

#### **Existing 2019 Traffic Conditions**

Weekday AM and PM peak-hour, and weekend midday and evening turn movement volumes were collected at the study area intersections. The counts were collected on Thursday, September 5, 2019 from 7 to 9 AM and from 4 to 6 PM, and Saturday, September 7, 2019 from 11 AM to 1PM and from 4 to 6 PM. Traffic counts were conducted while school was in session for the nearest school, Bixby Elementary School. Traffic turn-movement count volume outputs are presented in the TIA

To review hourly traffic volumes in the vicinity of the project, roadway counts were taken on Wednesday and Tuesday, September 12, 2019. The roadway counts were taken on Gale Avenue west of Fullerton Road and on Gale Road east of Azusa Avenue. Traffic volume counts are presented in the TIA.

Based on the peak hour traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the levels of service were determined for each intersection based on the average vehicle delay values for the unsignalized intersections and the ICU values for the signalized intersections. The results of the

### 3. Environmental Analysis

level of service analysis for the existing conditions scenario are summarized in Table 15, Existing Plus Project Weekday Peak Hour Intersection Comparison, and Table 16, *Existing Plus Project Saturday Peak Hour Intersection Comparison*. All study area intersections currently operate at acceptable LOS for existing traffic conditions, except for:

- Gale Avenue and Azusa Avenue at weekday AM peak hour
- Azusa Avenue and Colima Road at weekday AM and PM peak hours
- Fullerton Road and SR-60 eastbound ramps at weekday PM peak hour and weekend midday and weekend hours

#### EXISTING TRAFFIC VOLUMES

To review hourly traffic volumes in the vicinity of the project, roadway counts were taken on Thursday September 12, 2019. The roadway counts were taken on Gale Avenue west of Fullerton Road and on Gale Road east of Azusa Avenue. Figure 6 shows the hourly traffic volumes for westbound and eastbound traffic on Gale Avenue west of Fullerton Road and Figure 7 shows the hourly traffic on Gale Avenue east of Azusa Avenue. The two-way hourly volumes are highest during the AM and PM peak hours. The highest volumes coincide with commuter peak hour traffic between 7 and 9 AM between 4 and 6 PM. During the daytime hours and evenings (when the auto-dealership would be open) the 2-way volumes on Gale Road range from 700 to 2,200 vehicles per hour.

#### TRIP GENERATION

The trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) for Land Use 840 Automobile Sales (New). Table 14, *Project Trip Generation*, shows the trip generation rates and project trip generation for the AM Peak Hour and PM Peak Hour. The project is expected to generate up to 2,216 weekday daily trips. During the peak hours, the project is expected to generate 149 trips (109 inbound and 40 outbound) during the AM Peak Hour; and 193 trips (77 inbound and 116 outbound) during the PM Peak Hour. During Saturday peak hour, the project is expected to generate 320 trips (160 inbound and 160 outbound).

**Table 14 Project Trip Generation**

Land Use	TSF	Trip Generation <sup>1</sup>										
		Saturday Daily	Weekday Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Automobile Sales (New)	102	4,159	2,216	109	40	149	77	116	193	160	160	320

<sup>1</sup> Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.

#### TRIP DISTRIBUTION

The traffic that would be generated by the auto dealership site was geographically distributed onto the street network by evaluating the layout of the study area roadway network and reviewing land uses designated

### 3. Environmental Analysis

residential in the area. The trip distribution was also prepared with feedback from City staff. Figures 8a and 8b present the anticipated inbound and outbound trip distribution for the project for cars.

#### MODAL SPLIT AND TRIP ASSIGNMENT

The trip distribution percentages are applied to the project trip generation to determine the traffic volumes forecast to be added at each intersection (i.e., trip assignment). For this analysis, no trip reductions for non-auto modes were taken.

#### EXISTING PLUS PROJECT TRAFFIC CONDITIONS

To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic. The intersection operations for the Existing Plus Project traffic conditions have been calculated and are shown in Table 15, *Existing Plus Project Weekday Peak Hour Intersection Levels of Service*. Figures that show the existing plus project peak hour intersection volumes are provided in Appendix D of the TIA. All study area intersections currently operate at acceptable LOS for existing plus project traffic conditions, except for:

- Gale Avenue and Azusa Avenue, weekday AM peak hour
- Azusa Avenue and Colima Road at weekday AM and PM peak hours
- Fullerton Road and SR-60 eastbound ramps at weekday PM peak hour and weekend midday and weekend hours

An impact would occur at City signalized intersections if the Intersection Capacity Utilization value under With Project conditions is LOS E or F *and* the ICU increase attributable to the project is 0.020 or greater. A comparison of the intersection ICU values summarized in Tables 15 and Table 16 indicates that the project would not be significantly impacted (less than a 0.02 change in V/C ratio at LOS E or F).

**Table 15 Existing Plus Project Weekday Peak Hour Intersection Comparison**

Intersection	AM Peak Hour			PM Peak Hour		
	No Project	With Project	V/C increase	No Project	With Project	V/C increase
1. Gale Avenue and Azusa Avenue	E	E	0.001	D	D	0.001
2. Azusa Avenue and SR-60 westbound ramps	C	C	0.000	C	C	0.003
3. Azusa Avenue and SR-60 eastbound ramps	B	C	0.012	A	A	0.008
4. Azusa Avenue and Colima Road	F	F	0.000	F	F	0.000
5. Gale Avenue and Fullerton Road	B	B	0.002	C	D	0.032
6. Fullerton Road and SR-60 westbound ramps	A	A	0.010	B	B	0.027
7. Fullerton Road and SR-60 eastbound ramps	D	D	0.003	E	E	0.003
8. Colima Road and Fullerton Road	C	C	0.001	D	C	0.001

Notes: LOS and delays according to Tables 3 and 6 of the TIA  
**Bold**=deficient operations

### 3. Environmental Analysis

**Table 16 Existing Plus Project Saturday Peak Hour Intersection Comparison**

Intersection	Midday			Evening		
	No Project	With Project	V/C increase	No Project	With Project	V/C increase
1. Gale Avenue and Azusa Avenue	C	C	0.010	B	B	0.005
2. Azusa Avenue and SR-60 westbound ramps	C	C	0.075	B	B	0.015
3. Azusa Avenue and SR-60 eastbound ramps	C	C	0.014	B	C	0.014
4. Azusa Avenue and Colima Road	D	D	0.005	C	C	0.005
5. Gale Avenue and Fullerton Road	-	-	-	-	-	-
6. Fullerton Road and SR-60 westbound ramps	A	A	0.026	A	A	0.026
7. Fullerton Road and SR-60 eastbound ramps	F	F	0.005	F	F	0.005
8. Colima Road and Fullerton Road	C	C	0.004	C	C	0.002

Notes: LOS and delays according to Tables 3 and 6 of the TIA  
**Bold**=deficient operations

#### FUTURE BASELINE TRAFFIC CONDITIONS

The daily and peak hour traffic volumes on surrounding roadways has been added ambient growth and traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The ambient growth rate is added to account for area-wide growth not reflected by cumulative development projects.

#### Opening Year 2022

Opening year traffic forecasts for 2022 traffic conditions are based on three years of ambient growth at 1 percent per year. Cumulative projects are closely related past, present, and reasonably foreseeable probable future projects. The list of cumulative projects and a location map and associated trip generation are included in Appendix E of the TIA. The cumulative projects were screened to calculate the cumulative traffic volumes that would directly add measurable traffic to the area street system versus cumulative traffic that would be added as ambient growth. Based on a review of the circulation system, the trip generation, location, and land use type, the cumulative projects would have the potential for directly adding measurable traffic to the intersections levels of service. The cumulative development projects assumed in this traffic analysis are estimated to generate 11,157 trip-ends per day during a typical weekday, with approximately 433 vehicle trips during the AM peak hour and 973 vehicle pass-by trips during the PM peak hour. During a Saturday, cumulative projects would generate 14,605 daily trips, with approximately 1,345 trips during the midday and evening peak hours. The list of cumulative projects and a location map and associated trip generation are included in Appendix F.

### 3. Environmental Analysis

#### Opening Year No Project Traffic Conditions

The intersection operations for the Opening Year No Project conditions have been calculated according to the methodology described in Section 3.18 and are given in Table 17 and Table 18. Figures showing the Opening Year No Project AM and PM peak hour intersection volumes are provided in Appendix E of the TIA. All study area intersections currently operate at acceptable LOS for Opening Year traffic conditions, except for:

- Gale Avenue and Azusa Avenue, weekday PM peak hour
- Azusa Avenue and Colima Road at weekday AM and PM peak hours
- Fullerton Road and SR-60 eastbound ramps at weekday PM peak hour and weekend midday and weekend hours

#### Opening Year With Project Traffic Conditions

To assess future traffic conditions with the project and cumulative projects at the time of project opening year, both project traffic and cumulative projects traffic are added to the 2022 No Project conditions discussed in Section 5.2. The intersection operations for the 2022 With Project traffic conditions have been calculated and are listed in Table 17, *Opening Year With Project Weekday Peak Hour Intersection Levels of Service* and Table 18, *Opening Year With Project Weekday Peak Hour Intersection Levels of Service*. Figures showing the 2022 With Project intersection volumes are provided in the TIA.

All study area intersections currently operate at acceptable LOS for Opening Year With Project traffic conditions, except for:

- Gale Avenue and Azusa Avenue, weekday PM peak hour
- Azusa Avenue and Colima Road at weekday AM and PM peak hours
- Fullerton Road and SR-60 eastbound ramps at weekday PM peak hour and weekend midday and weekend hours

An impact would occur at City signalized intersections if the Intersection Capacity Utilization value under With Project conditions is LOS E or F and the ICU increase attributable to the project is 0.020 or greater. A comparison of the intersection ICU values summarized in Tables 15 and 16 indicate that the project would not be significantly impacted (less than a 0.02 change in V/C ratio at LOS E or F).

**Table 17 Opening Year Plus Project Weekday Peak Hour Intersection Comparison**

Intersection	AM Peak Hour			PM Peak Hour		
	No Project	With Project	V/C increase	No Project	With Project	V/C increase
1. Gale Avenue and Azusa Avenue	D	D	0.001	F	F	0.004
2. Azusa Avenue and SR-60 westbound ramps	C	C	0.001	C	C	0.003
3. Azusa Avenue and SR-60 eastbound ramps	C	C	0.012	B	B	0.015
4. Azusa Avenue and Colima Road	F	F	0.000	F	F	0.000

### 3. Environmental Analysis

5. Gale Avenue and Fullerton Road	B	B	0.002	D	D	0.031
6. Fullerton Road and SR-60 westbound ramps	A	A	0.01	A	C	0.179
7. Fullerton Road and SR-60 eastbound ramps	D	D	0.003	F	F	0.002
8. Colima Road and Fullerton Road	C	C	0.001	D	D	0.001

Notes: LOS and delays according to Tables 15 and 16  
**Bold**=deficient operations

**Table 18 Opening Year Plus Project Saturday Peak Hour Intersection Comparison**

Intersection	Midday			Evening		
	No Project	With Project	V/C increase	No Project	With Project	V/C increase
1. Gale Avenue and Azusa Avenue	D	D	0.022	C	C	0.023
2. Azusa Avenue and SR-60 westbound ramps	C	C	0.004	C	C	0.015
3. Azusa Avenue and SR-60 eastbound ramps	D	D	-0.010	C	C	0.014
4. Azusa Avenue and Colima Road	D	D	0.005	C	C	0.005
5. Gale Avenue and Fullerton Road	-	-	-	-	-	-
6. Fullerton Road and SR-60 westbound ramps	A	A	0.026	A	A	0.027
7. Fullerton Road and SR-60 eastbound ramps	F	F	0.005	F	F	0.005
8. Colima Road and Fullerton Road	D	D	0.005	D	D	0.003

Notes: LOS and delays according to Tables 12 and 14  
**Bold**=deficient operations

## CONCLUSION

In conclusion, on all analyzed study area intersections and study area roadway segments, the proposed project traffic would not result in a significant impact according to the Los Angeles County CMP significance criteria. As shown in Table 14, the proposed project would result in a maximum of 193 trips during weekday peak hours that would be distributed along the circulation system. Based on the traffic study performed for the project, 35 percent of these trips would reach SR-60, which is well below the 150 peak hour criteria that would require a CMP traffic analysis. At the CP intersection of Azusa Avenue and Colima Avenue, 10 percent of project trips would reach the intersection, which is 20 trips, well below the threshold. Therefore, no significant impacts to CP facilities would occur with the project.

Project traffic conditions will operate well within the designed capacity for all analyzed study area intersection and study area roadway segments. All intersections would continue to operate at acceptable LOS without and with the project, and no substantial increases in delay would occur. An impact would occur at a City of Industry signalized intersections if the ICU value under With Project conditions is LOS E or F *and* the ICU increase attributable to the project is 0.020 or greater. A review of Tables 17 and Table 18 indicates that project traffic would not exceed these thresholds of significance, and therefore impacts would be less than significant.

### 3. Environmental Analysis

Additionally, the proposed project would not adversely affect the performance or safety of existing transit or non-motorized transportation facilities and would not conflict with any plans or policies relative to these alternative transportation modes, as sufficient infrastructure and networks currently exist. Bus lines 178, 280, 285, 289, 482, and 493, the closest bus routes to the site location, will continue to operate at their current capacity and without interference from the proposed project. All project components would occur on the project site and would not affect any bicycle, pedestrian or transit facilities that provide travel routes to the project site. The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.

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

**No Impact.** Construction of the proposed project would generate vehicle trips and may require roadway lane closures, which could temporarily increase daily traffic volumes and congestion on local roadways and intersections. Operation of the proposed project would also generate trips on local roadways. As discussed in Section a) above, the proposed project would have a less than significant impact on established LOS standards for all roadways and intersections in the project vicinity.

Existing models or methods are currently not available in the City of Industry to estimate Vehicle Miles Traveled (VMT), therefore a qualitative analysis is appropriate. In addition to minimal construction traffic and LOS impacts, and as discussed in Section a), there is an availability of transit and non-motorized transportation networks. Therefore, the proposed project would neither conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) and no impact would occur.

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

**No Impact.** The increased levels of traffic generated by the proposed facility, the increased number of pedestrians, and the increased number of vehicular turning movements at the nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets and intersections are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating activities at the project site (previously an automotive dealership), surrounding automotive dealerships.

The proposed facility would be compatible with the design and operation of the street network and would not result in any major modifications to the existing access or circulation features. The driveways would remain in place with project development. As a project design feature and a condition of approval, a stop sign would be installed at the egress driveway to Gale Avenue, and the egress approach would be stripped with an exclusive left turn lane and an exclusive right turn lane

The segment of Gale Avenue is flat and straight 4-lane divided road with a dual left turn lane with a posted speed limit of 35 mph. No obstacles and features obstruct sight distance on both directions for at least 1,000 feet away from the driveway. A preliminary sight distance evaluation prepared for the proposed driveway was based on criteria and procedures from the Caltrans in the State's Highway Design Manual (HDM). Observations

### 3. Environmental Analysis

at the project site also indicate that the sight distance exceeds minimum peripheral visibility standards at the driveway, no mitigation measures would be necessary. The proposed project would not, therefore, substantially increase hazards due to a design feature or incompatible uses. The proposed project would not substantially increase hazards due to a design feature or incompatible uses and no impact would occur.

**d) Result in inadequate emergency access?**

**Less Than Significant Impact.** The proposed access and circulation features at the project site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Site access would be provided via site access would be provided via a driveway on Gale Avenue and a driveway on the norther border of the project site with access to a back alley that leads to minor roadways with eventual access to Gale Avenue. Project access features are subject to and must satisfy the City of Industry design requirements and would be subject to approval by the City of Industry Code Enforcement Department. The project would not, therefore, result in inadequate emergency access. Impacts would be less than significant.

### 3.18 TRIBAL CULTURAL RESOURCES

<b>XVIII. TRIBAL CULTURAL RESOURCES.</b>				
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			<b>X</b>	
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.			<b>X</b>	

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**

**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

### 3. Environmental Analysis

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 of Industry’s notification list pursuant to AB 52. The City notified both tribes on July 18, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation did make a request for consultation to which the City of Industry’s Planning Department responded on December 18, 2019, by providing the Kizh Nation with a set of plans, aerial imagery, and a meeting request to meet with the tribe by phone or in person. However, the Gabrieleno Band of Mission Indians – Kizh Nation did not respond to the Planning Department and no response has been received as of the publication date of this MND.

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

**Less Than Significant Impact.** The project would involve the development of an automotive dealership on undeveloped land. No historic resources on the project site are listed in the City of Industry, Resource Management Element (Industry 2014b). The project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As the property has been previously disturbed as a dealership it is not anticipated that unknown tribal cultural resources are present on-site. Impacts would be less than significant.

### 3.19 UTILITIES AND SERVICE SYSTEMS

<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b>				
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?			<b>X</b>
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			<b>X</b>
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?			<b>X</b>

### 3. Environmental Analysis

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**

Rowland Water District (RWD) would provide water to the project site. RWD obtains its water supplies from two sources, Colorado River water and State Project water. Colorado River water is delivered by the Colorado River aqueduct originating from Lake Havasu on the Arizona/California border (Industry 2011). State Project water is delivered via the California aqueduct originating in the Sacramento – San Joaquin Delta. RWD receives a combination of these water sources from two treatment plants; Weymouth Filtration Plant in La Verne, supplied by both water sources, and the Three Valleys Municipal Water District Miramar Plant in Claremont, supplied by the State Water Project (RWD 2019).

#### **Project Water Demand**

Projected water demand for the proposed project is expected to be low. Operation of the proposed project would not require significant water consumption. Minimal water will be used for landscaping and water utilized for washing vehicles would be recycled. The project applicant would be required to obtain a “will-serve” letter from RWD to ensure that sufficient water supply is available to serve the project. Because the project is consistent with the existing general plan and zoning of the site, it is also within the growth assumptions of the Theoretical Buildout of the General Plan Update (Industry 2014) as well as the RWD’s 2015 Urban Water Management Plan. The proposed project would not be required to build new or expand existing water treatment facilities to meet the project’s incremental increase in water demand, and impacts would be less than significant.

#### **Wastewater Treatment**

The Los Angeles County Sanitation Districts provides wastewater treatment for much of Los Angeles County including the project site. Wastewater from the project site and surrounding area is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County near the western boundary of the City of Industry. The SJCWRP has capacity of 100 mgd and average wastewater flows of 51 mgd, for remaining capacity of 49 mgd (LACSD 2018).

The project is estimated to generate about 7,960 gallons of wastewater per day, as shown below in Table 19. As shown in the General Plan EIR, (General Plan EIR 2014) there is adequate wastewater treatment capacity in

### 3. Environmental Analysis

the region for project-generated wastewater, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

**Table 19 Estimated Project Wastewater Generation**

Land Use	Square Feet	Wastewater Generation, gallons per day	
		Per square foot <sup>1</sup>	Total
Auto Sales/Repair	79,605	0.1	7,960

<sup>1</sup> Source: LACSD 2007

#### Electric Power

Southern California Edison (SCE) provides electricity to the site. The site was previously developed for automotive sale uses. Anticipated electric power uses are anticipated to include indoor lighting, electric vehicle charging, office appliances, perimeter lighting; and security systems. All electrical uses associated with the project would connect to the existing electric power system. Further, all utility connections to the proposed project would be required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant

#### Natural Gas

Natural gas would also be provided by Southern California Gas (SoCalGas). Natural gas would be used for Heating Ventilation and Air Conditioning (HVAC) systems, hot water heaters, and food preparation in restaurant spaces. SoCalGas's 2018 California Gas Report (CGR) projects total system demand to decline at an annual average rate of 0.5 percent between 2018 and 2035. PG&E anticipates that sufficient supplies will be available from a variety of sources at market-competitive prices to meet existing and projected market demands in its service area. Project development would not require SoCalGas to obtain new or expanded electricity or natural gas supplies and impacts would be less than significant.

#### Telecommunications Facilities

Various private services, including AT&T, Time Warner, and Frontier Communications, provide telecommunication services to the City of Industry, 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.** Water supplies for the proposed project are provided by the Rowland Water District (RWD). RWP projects that it will have adequate water supplies to meet water demands in its service area through 2040 during normal, dry and multiple dry years (Urban Water Management Plan). Therefore, impacts to water supplies would be less than significant.

### 3. Environmental Analysis

- 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.** The City has been able to meet all historical water demands with the available water supply. Furthermore, the City projects it will be able to meet all water demands during normal, single and multiple dry years over the next two decades (Monterey Park 2015). Therefore, the project area’s existing water supply would adequately supply the proposed project’s water need during normal, dry, and multiple dry years and impacts to water supplies would be less than significant.

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

**Less Than Significant Impact.** In 2015, the most recent year for which data are available, 95 percent of solid waste landfilled from the City of Industry was disposed of at the three facilities listed below in Table 20, *Landfills Serving City of Industry* (CalRecycle 2015a). Azusa Land Reclamation Company Landfill accepts certain types of non-hazardous wastes including asbestos-containing waste, contaminated soil, tires, and construction and demolition debris, but does not accept municipal solid waste. The three other listed landfills accept municipal solid waste, construction and demolition debris, and tires.

**Table 20 Landfills Serving City of Industry**

Facility and Nearest City	Remaining Capacity, Cubic Yards	Permitted Daily Throughput, Tons	Average Daily Disposal, Tons	Residual Capacity, Tons per Day	Estimated Closing Date
Azusa Land Reclamation Co. Landfill Azusa, Los Angeles County	51,512,201	8,000	667	7,333	2045
El Sobrante Landfill Corona, Riverside County	145,530,000	16,054	8,410	7,644	2045
Olinda Alpha Sanitary Landfill Brea, Orange County	34,200,000	8,000	7,030	970	2021
<b>Total</b>	<b>231,242,201</b>	<b>32,054</b>	<b>16,107</b>	<b>15,947</b>	Not applicable

Sources: CalRecycle 2015a; CalRecycle 2015b; CalRecycle 2015c; CalRecycle 2015d; CalRecycle 2015e

Project operation is estimated to generate about 716 pounds of solid waste per day, or 0.35 ton per day, as shown below in Table 21, *Estimated Project Solid Waste Generation*. 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 would be less than significant.

**Table 21 Estimated Project Solid Waste Generation**

Use	Square Feet	Solid Waste Generation	
		Pounds per 100 sq ft per Day	Total (lbs/day)
Auto	80,163	0.9	716

Source: CalRecycle 2009

### 3. Environmental Analysis

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project were to generate solid waste that is not disposed of in accordance with applicable regulations. As stated above, the proposed project would not result in a significant increase in the demand for solid waste services. Solid waste generated on the project site would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste. In addition, because the proposed project site is in California, it would be required to comply with the California Integrated Waste Management Act of 1989 (AB 939), which was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum amount feasible. Project implementation would not interfere with applicable statutes and regulations. Therefore, impacts would be less than significant.

### 3.20 WILDFIRE

<b>XXI. WILDFIRE.</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
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?			<b>X</b>	
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?				<b>X</b>
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?				<b>X</b>

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?**

**No Impact.** Wildland fire protection in California is the responsibility of either the State, local government, 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 forms one large area over 31 million acres to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local Responsibility Areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRA. The LRA hazard rating reflects flame and

### 3. Environmental Analysis

ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The Los Angeles County Fire Department currently provides fire protection and emergency medical services to the City.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in a SRA, and Very High in a 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 2007). The nearest FHSZ in the SRA and the LRA is a VHFHSZ 0.4 mile south of the project site where open space interfaces with the urban edge, south of Colima Road. Land between the edge of the FHSZ and the project site is dense urban development and includes SR-60.

The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. Project construction and operation of the project as an automobile dealership would not block access to the project site or to surrounding properties, and would not impede the evacuation program. Notification of emergency personnel of impending blockages, detour signs, and a construction plan for traffic would ensure that there would be no impact in the case of emergency evacuation. Project development would not interfere with implementation of the OAERP, and no impact would occur.

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

**Less Than Significant Impact.** The project is in a relatively flat area, and there are no steep slopes immediately adjacent to the site where high winds can exacerbate wildfire risks. The proposed project site and surrounding area are characterized by features typical of an urban landscape with prevailing winds moving to the northeast. The California Department of Forestry and Fire Prevention (CAL FIRE) classifies the wildland urban interface approximately 0.4 mile to the southwest as a Very High Fire Hazard Severity Zone (VHFHSZ). Despite this proximity to the project site, no wildlands exist within the immediate vicinity of the site and SR-60 runs east to west in between the project site and the VHFHSZ. The project site is at approximately 420 feet above sea level while the edge of the VHFHSZ is at approximately 470 feet above sea level, and continues to gain in elevation further south. Although prevailing wind patterns flow in the direction of the project suite, due to intervening development and the relatively level topography north of the VHFHSZ, project development is not anticipated to exacerbate wildfire risk. Development of the proposed project would not result in the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds, and impacts would be less than significant.

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

**No Impact.** The proposed project does not require the installation or maintenance of associated infrastructure because the proposed project would occur entirely in an existing, previously developed commercially designated

### 3. Environmental Analysis

site. Therefore, the proposed project would not result in or exacerbate fire risk that may result in temporary or ongoing impacts to the environment. No impact would occur.

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

**No Impact.** Refer to Responses 3.7(a)(iv), 3.10(c)(i) and 3.10(c)(ii). The topography of the proposed 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, and no impact would occur.

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			<b>X</b>	
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.)			<b>X</b>	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		<b>X</b>		

**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.** The site is currently undeveloped, bare land. The project site was previously developed, and the similar automotive dealership uses on the site were demolished in 2006 and 2007. The project would consist of three new buildings with a combined floor area of 79,605 square feet as well as surface level parking throughout the site. Prior development of the project site greatly reduces the potential for sensitive habitat or species to be present on-site, and no natural lands exist on-site. The proposed project site is in an urban and fully developed area and would not have an impact on the habitat or population level of fish or wildlife species; threaten a plant or animal community; or impact the range of a rare or endangered plant or

### 3. Environmental Analysis

animal. A very low potential exists for undiscovered archaeological resources, paleontological resources, or human remains to be encountered during grading activities. However, compliance with mitigation measure CUL-1 would ensure that impacts to archeological resources do not occur.

#### 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*

With implementation of mitigation measure CUL-1, impacts would be less than significant.

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

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

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

**Less than Significant Impact with Mitigation Incorporated.** No potentially significant impacts on human beings are identified in this Initial Study. Mitigation measures included herein include AQ-1 which would reduce any impacts to less than significant.

### 3. Environmental Analysis

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# Appendix A. Air Quality and Greenhouse Gas Background and Modeling Data

## Appendix

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## Appendix B. Geotechnical Report

## Appendix

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## Appendix C. Phase I ESA

## Appendix

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## Appendix D. Drainage Study

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## Appendix E. Noise Modeling Data

## Appendix

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## Appendix F. Traffic Impact Analysis

## Appendix

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