



Prologis Vermont and Redondo Project

Case Number: ENV-2017-1015-EIR

Project Location: 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach Boulevard, Los Angeles, California, 90247

Community Plan Area: Harbor Gateway

Council District: 15 - Buscaino

Project Description: Construction, use and maintenance of a one-story (with a 25,000 square-foot mezzanine), 53-foot tall, 340,298 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 219 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 high dock truck loading positions and parking for up to 71 trailers.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

PlaceWorks

APPLICANT:

Prologis L.P.

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

An application for the proposed Prologis Vermont and Redondo Project (“Project”) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.¹

¹ State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: “(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C)

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 ENVIRONMENTAL IMPACT ANALYSIS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (<http://resources.ca.gov/ceqa>).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the Project may have a significant effect on the environment. This Initial Study determined that the Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the Project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-

Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

INITIAL STUDY

2 EXECUTIVE SUMMARY

| | |
|------------------------|---|
| PROJECT TITLE | Prologis Vermont and Redondo Project |
| ENVIRONMENTAL CASE NO. | ENV-2017-1015-EIR |
| RELATED CASES | CPC-2017-1014-CU-ZAA-SPR |

| | |
|--------------------------|---|
| PROJECT LOCATION | 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach Boulevard, Los Angeles, California, 90247 |
| COMMUNITY PLAN AREA | Harbor Gateway Community Plan Area |
| GENERAL PLAN DESIGNATION | Light Industrial |
| ZONING | M2-1VL-O |
| COUNCIL DISTRICT | 15 - Buscaino |

| | |
|--------------------|--|
| LEAD AGENCY | City of Los Angeles |
| CITY DEPARTMENT | Department of City Planning |
| STAFF CONTACT | Jivar Afshar |
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| | |
|------------------|--|
| APPLICANT | Scott Mulkay, Vice President Regional Construction & Development Manager, West Region |
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| PHONE NUMBER | (909) 673-8730 |

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 checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology / Soils ² | <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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 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.

² The only “Potentially Significant Impact” in the Geology/Soils topic is the potential to destroy a unique paleontological resource.

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 will 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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Prologis Vermont and Redondo Project involves the construction, use and maintenance of a one-story (with a 25,000 square-foot mezzanine), 53-foot tall, 340,298 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 219 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 high dock truck loading positions and parking for up to 71 trailers.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The 15.47-acre Prologis Vermont and Redondo Project site is a vacant site located at 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach in the Harbor Gateway Community Plan Area of the City of Los Angeles. Figure 2-1, Regional Location, shows the Project site in the regional context of Los Angeles County. The Harbor Freeway (SR 110) is located approximately 0.13 miles east of the Project site. APNs include: 6120-002-001, 6120-002-002, and 612-002-013.

3.2.2 Existing Conditions

The Project site was previously developed with four buildings totaling 505,291 square feet, including a church (3,858 square feet), a building at 15134 Vermont Avenue (157,237 square feet), and two two-story buildings at 747 W. Redondo Beach Boulevard (192,792 and 151,404 square feet). As previously stated, all above-grade structures were demolished in 2010 and 2011.

The Project site is currently unoccupied, surrounded by a chain link fence with three large concrete slab foundations, which are the remains of former manufacturing facilities: Virco Manufacturing, Inc. (Virco) on the western half and Pacific Electriccord Company (Electriccord) and Leviton on the eastern half of the property. Most of the areas surrounding the slabs are paved with asphalt and concrete in fair to poor condition. Additionally, a former gas station was located at the southwestern corner of the property until it was demolished in approximately 1994. The remaining buildings, which comprised approximately 505,000 square feet, were demolished in 2010 and 2011. The former Electriccord area (eastern half of the property) is currently an active Cleanup Program Site overseen by the Los Angeles Regional Water Quality Control Board (LARWQCB, Global ID SL0603729001). Eight groundwater monitoring wells exist on the Electriccord portion of the property that are currently monitored on a semiannual basis. These wells include PE-MW1 through PE-MW4, PE-MW5A/5B, PE-MW5C/5D, PE-MW6A/6B and PE-MW6C/6D.

Additional testing and remediation work is ongoing on the site in coordination with the LARWQCB. Additional information is provided in Section 4. Environmental Analysis, IX. Hazards and Hazardous Materials.

The Virco (western) portion of the property, historically had three monitoring wells and it is unclear if one or all of these wells currently remain existing. In addition, ten abandoned groundwater wells (associated with the former gas station) and evidence of other soil and soil vapor borings, as well as, a few areas where past soil remediation was conducted, were observed across the Project site during an October 2016 site inspection for the Phase I Environmental Site Assessment prepared by SCS Engineers³.

According to the current General Plan land use designation, the site is located within the Harbor Gateway Community Plan, which designated the property for Light Industrial land uses with corresponding zones of M2 (Light Industrial Zone), MR2 (Restricted Light Industrial Zone) and P (Parking Zone). The site is zoned M2-1VL-O (Light Industrial Zone – Height District 1 Very Limited – Oil Drilling District), .

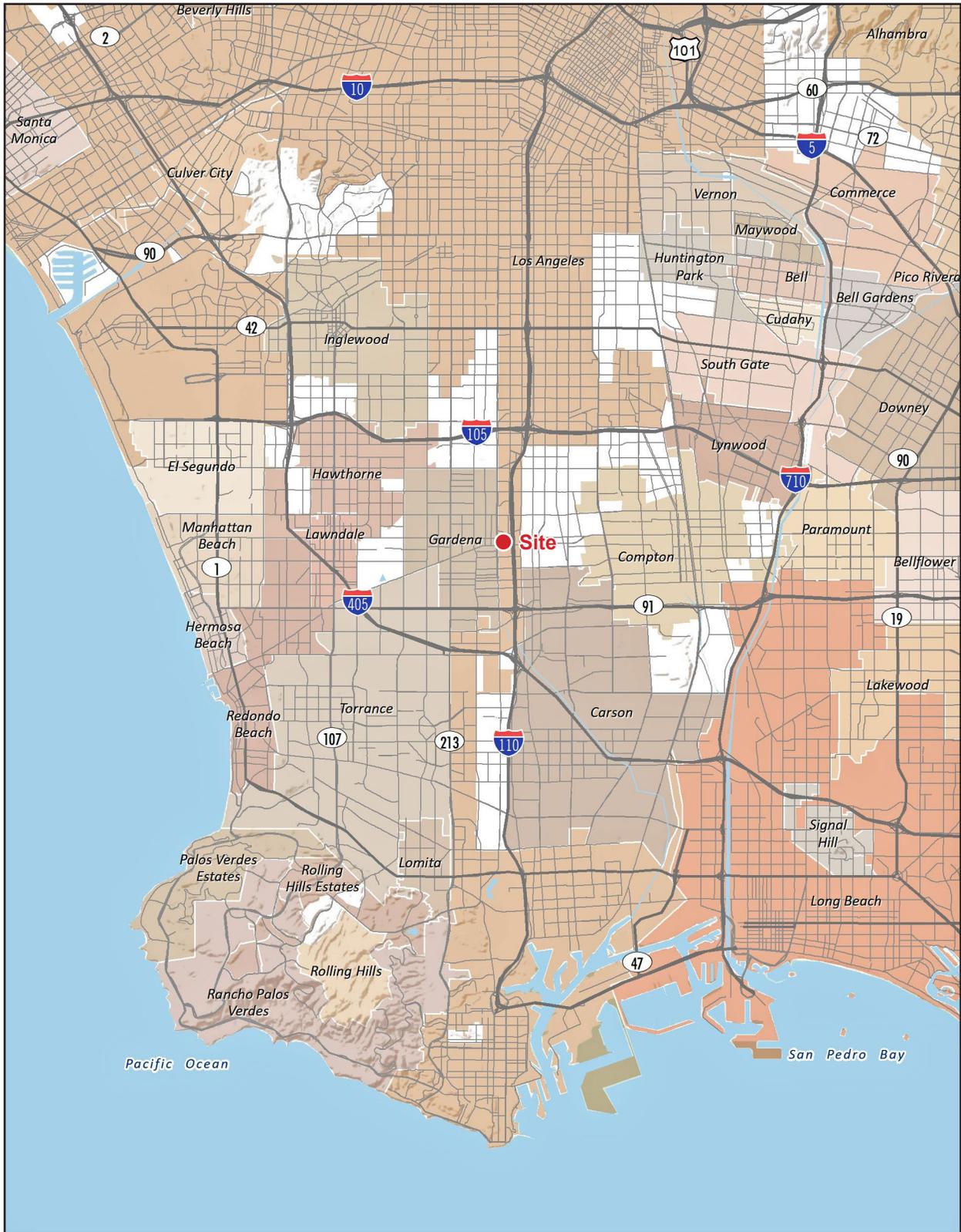
3.2.3 Surrounding Land Uses

The Project Site lies on the Los Angeles City boundary with the City of Gardena. Properties across Vermont Avenue to the west are located in Gardena. Surrounding land uses consist of a mix of medium to low-medium density residential, commercial, light industrial, open space, and institutional uses. Surrounding properties to the south across Redondo Beach Boulevard include one- and two-story, single- and multi-family dwellings, a Mobil gas station at the southeast corner of Vermont Avenue and West Redondo Beach Boulevard, and a Hustler Casino to the southwest. A shopping complex is located to the east across Orchard Avenue; an open-air trash transfer/recycling center is immediately to the northeast; and Rosecrans Recreation Center (active and passive use park) is located to the north across a railroad right-of-way for a freight line. To the west across Vermont Avenue and the railroad right-of-way are commercial businesses, and the Kei-Ai Southbay Healthcare Center (rehabilitation facility). One block further to the west, west of Berendo Avenue, is the Memorial Hospital of Gardena. First Southern Baptist Church and Amestoy Elementary School are located in the vicinity across Vermont Avenue to the northwest.

The surrounding properties in the City of Los Angeles have General Plan designations of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial and Light Manufacturing land uses, and are within the OS, R1, QRD6, R3, [Q]C2 and M2 zones. In the City of Gardena, the property west of the Project site is designated for General Commercial land uses and zoned C3. See Figure 2-2, Aerial Photograph.

³ SCS Engineers. 2016, November 8. Phase I Soil and Soil Vapor Investigation Report Walmart Chapman Site 15134 South Vermont Avenue and 747, 831, 841 and 861 West Redondo Beach Boulevard Los Angeles, California 90247 (APNs 6120-001-013, 60120-002-001, and 6120-002-002).

Figure 2-1 - Regional Location
3. Project Description



Note: Unincorporated county areas are shown in white.
Source: ESRI, 2019



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Figure 2-2 - Aerial Photograph
3. Project Description



--- Project Boundary

0 200
Scale (Feet)



Source: ESRI, 2019

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3.3 PROJECT BACKGROUND

The Project was previously approved by the City of Los Angeles City Planning Commission on March 16, 2018. The City Planning Commission conditionally approved two conditional use permits (12.24 U.14; 12.24 W.27) which would allow for a development that would create 250,000 square feet or more of warehouse floor area in addition to allowing less than 50% of the building façade to have window glazing and 24-hour operation in lieu of the otherwise permitted 7 a.m. to 11 p.m. Additionally, the City Planning Commission conditionally approved a Zoning Administrator’s Adjustment (12.28 A) to allow a maximum building height of 54 feet in lieu of the otherwise permitted 45 feet, and a Site Plan Review (16.05) for a development which creates or results in an increase of more than 50,000 square feet of non-residential floor area, allowing the development of a 341,402 square foot warehouse. See Section 3.5 for a summary of the required discretionary approvals. As part of their actions, the City Planning Commission adopted a mitigated negative declaration (MND) for the Project. Following the Planning Commission’s approval of the Project, two appellants appealed the Project. In order to address the environmental concerns presented in the appeals, the City is preparing an EIR prior to the Project moving forward to the City Council by way of the appeal.

While the City stands by the adopted MND, the EIR prepared for the Project will necessarily be more “conservative” in its conclusions than the MND and will therefore reflect a greater magnitude of information.

3.4 DESCRIPTION OF PROJECT

3.4.1 Project Overview

The Prologis Vermont and Redondo Project (Project) requires approval of two conditional use permits (CUP), including a Major Development CUP and a Corner Development CUP; site plan review; and zoning administrator’s adjustment to allow for the construction and operation of 340,298 square feet (including 25,000 square feet mezzanine) speculative of industrial uses with up to 30,000 square feet of office, within a one-story, 53-foot tall building in lieu of the otherwise permitted 45 feet. The site plan is shown on Figure 2-3, Site Plan. The Project includes a total of 219 automobile surface parking spaces, 32 bicycle parking spaces, 36 dock high truck loading positions, and up to 71 parking stalls for truck trailers. All loading and unloading would be located within a fully-screened yard at the rear (north side) the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks. The railroad would separate the proposed building from existing uses to the north of the site, including the baseball fields and residential units. Loading and unloading activities would occur behind 14-foot sound wall along the northern property line and onsite parking lot.

All unimproved sidewalk areas adjacent to the Project site would be improved by meeting the Bureau of Engineer’s (BOE) requirements for street widening and sidewalk requirements. The Project would be required to provide dedications and improvements along all three street frontages, including reconstructing damaged sidewalks. Demolition of the numerous existing structures, which are remnants of previous buildings, would be

required in order to facilitate construction of the new building. Demolition of these structures and associated improvements would include all foundations, floor slabs, utilities, and any other subsurface improvements that would not remain in place for use with the new development. The building would be located in the south-central area of the site with loading docks along the northern building wall. The building would be surrounded by asphaltic concrete pavements for parking and drive lanes and Portland cement concrete pavements for the loading dock area. Several landscape planters and concrete flatwork would be included throughout the site.

The Project is consistent with the existing general plan and zoning—Light Manufacturing land uses. The site is zoned M2-1VL-O. While the Project is located within the South Los Angeles Alcohol Sales Specific Plan, the policies contained therein are not relevant to the development of this Project since it would not be used for the sale of alcoholic beverages. Permitted uses include warehousing, manufacturing, high-cube warehouse distribution or transload/short-term storage. Fulfillment center and cold storage warehouse would not be allowed with the requested Project approval as it is a restricted use under the conditions of approval adopted for the Project and currently being reconsidered on appeal.

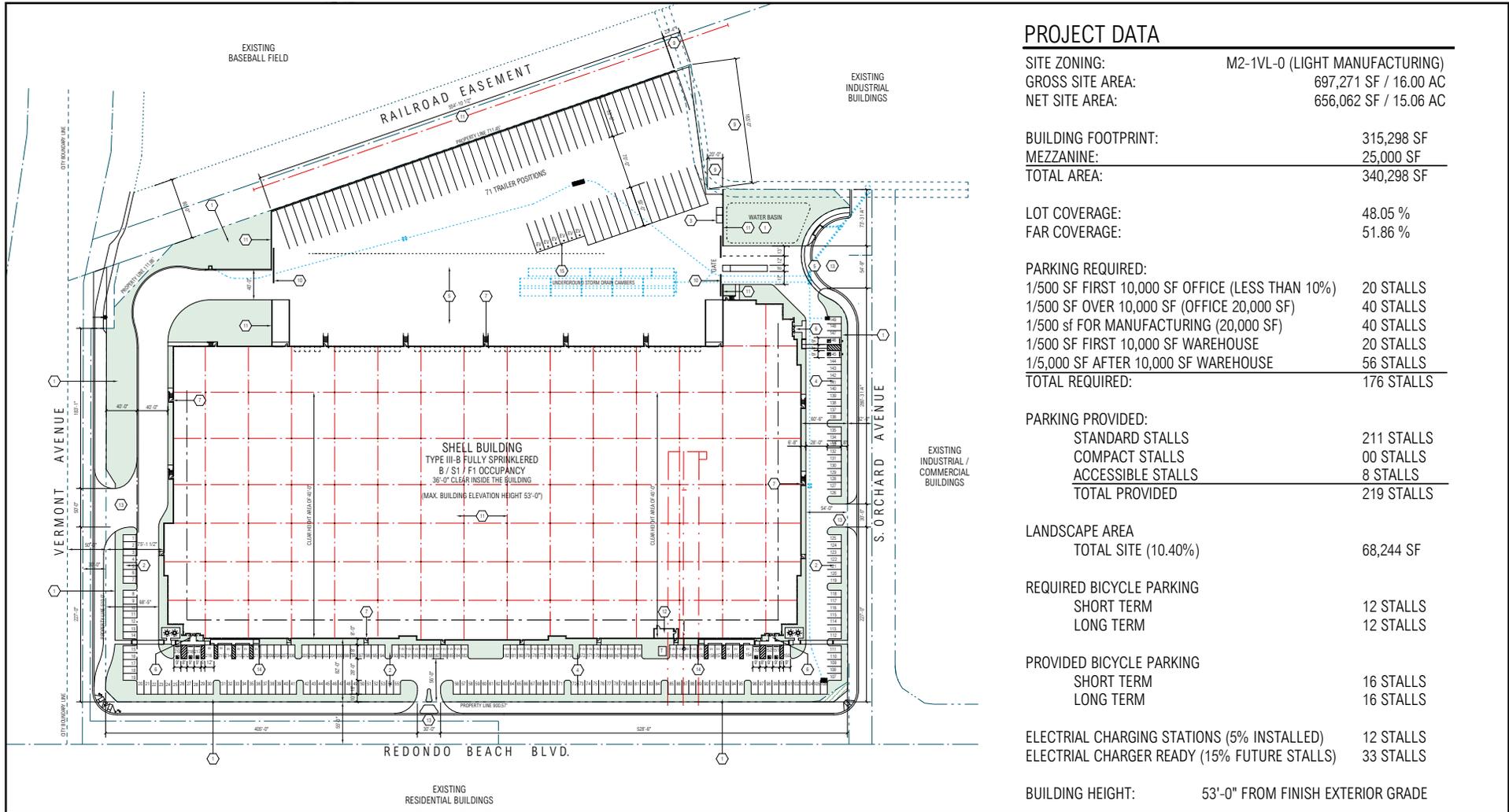
The Project includes 71 tractor trailer parking stalls and would provide conduit infrastructure for future EV charging stations for 6 tractor trailer stalls. The Project would also provide a rooftop solar installation or other renewable energy power system to offset the expected house meter⁴ and office electrical consumption of the tenant. Details on renewable power and total anticipated offset will be provided in the EIR. Additionally, the Project would provide 68,244 square feet of native landscaping, including 166 trees.

3.4.2 Design and Architecture

The proposed building is setback from the public right-of-way by a surface parking lot, which is then buffered from the sidewalk by landscaping with 166 trees. As shown in Figure 2-4, Exterior Elevations, the building has been designed to provide articulation and a variety of shading such as overhangs and materials to help breakdown the mass of the building. The Project includes pedestrian linkages from various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. The final design and architectural style of the buildings are subject to review and approval by the City's decision-makers.

⁴ The house meter is the electrical meter for all the building standard functions (i.e. site lighting, irrigation controller, electric fire pump (if there is one)).

Figure 2-3 - Site Plan
3. Project Description



PROJECT DATA

| | |
|------------------|--------------------------------|
| SITE ZONING: | M2-1VL-0 (LIGHT MANUFACTURING) |
| GROSS SITE AREA: | 697,271 SF / 16.00 AC |
| NET SITE AREA: | 656,062 SF / 15.06 AC |

| | |
|---------------------|------------|
| BUILDING FOOTPRINT: | 315,298 SF |
| MEZZANINE: | 25,000 SF |
| TOTAL AREA: | 340,298 SF |

| | |
|---------------|---------|
| LOT COVERAGE: | 48.05 % |
| FAR COVERAGE: | 51.86 % |

| | |
|---|-------------------|
| PARKING REQUIRED: | |
| 1/500 SF FIRST 10,000 SF OFFICE (LESS THAN 10%) | 20 STALLS |
| 1/500 SF OVER 10,000 SF (OFFICE 20,000 SF) | 40 STALLS |
| 1/500 SF FOR MANUFACTURING (20,000 SF) | 40 STALLS |
| 1/500 SF FIRST 10,000 SF WAREHOUSE | 20 STALLS |
| 1/5,000 SF AFTER 10,000 SF WAREHOUSE | 56 STALLS |
| TOTAL REQUIRED: | 176 STALLS |

| | |
|-----------------------|-------------------|
| PARKING PROVIDED: | |
| STANDARD STALLS | 211 STALLS |
| COMPACT STALLS | 00 STALLS |
| ACCESSIBLE STALLS | 8 STALLS |
| TOTAL PROVIDED | 219 STALLS |

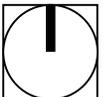
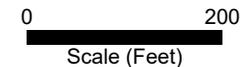
| | |
|---------------------|-----------|
| LANDSCAPE AREA | |
| TOTAL SITE (10.40%) | 68,244 SF |

| | |
|--------------------------|-----------|
| REQUIRED BICYCLE PARKING | |
| SHORT TERM | 12 STALLS |
| LONG TERM | 12 STALLS |

| | |
|--------------------------|-----------|
| PROVIDED BICYCLE PARKING | |
| SHORT TERM | 16 STALLS |
| LONG TERM | 16 STALLS |

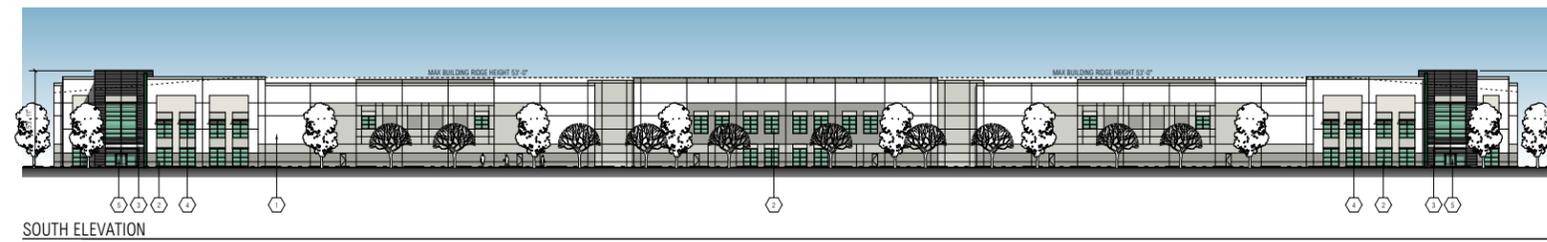
| | |
|--|-----------|
| ELECTRICAL CHARGING STATIONS (5% INSTALLED) | 12 STALLS |
| ELECTRICAL CHARGER READY (15% FUTURE STALLS) | 33 STALLS |

| | |
|------------------|-----------------------------------|
| BUILDING HEIGHT: | 53'-0" FROM FINISH EXTERIOR GRADE |
|------------------|-----------------------------------|

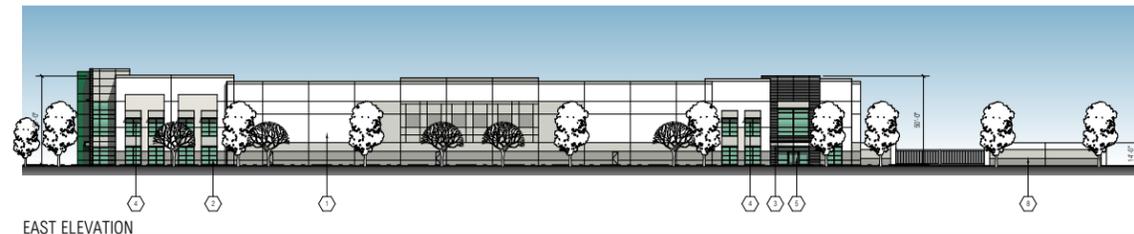


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Figure 2-4 - External Elevations
3. Project Description



SOUTH ELEVATION



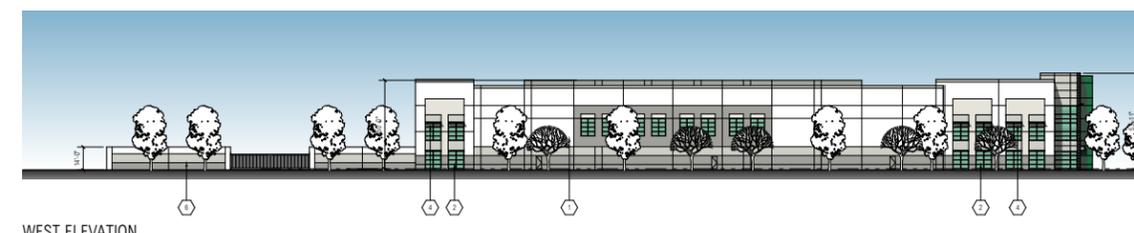
EAST ELEVATION



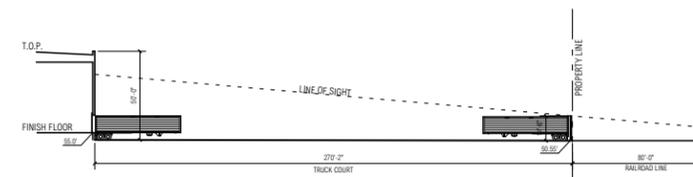
NORTH ELEVATION - NO SCREENWALL



NORTH ELEVATION - WITH SCREENWALL



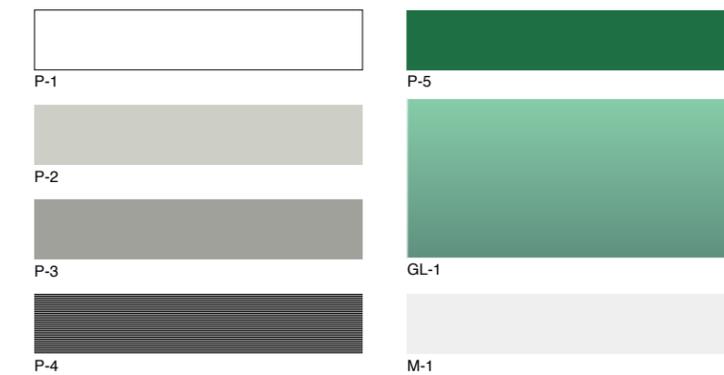
WEST ELEVATION



SITE SECTION

KEYNOTES: 00

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. METAL SHADING DEVICE OVER UPPER LEVEL WINDOWS.
5. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
6. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
7. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
8. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.



| FINISH SCHEDULE | | |
|-----------------|----------------------------|----------------------------|
| CODE | MATERIAL | DESCRIPTION |
| P-1 | BASE COLOR | COLOR: |
| P-2 | ACCENT COLOR - LIGHT COLOR | COLOR: |
| P-3 | ACCENT COLOR - DARK COLOR | COLOR: |
| P-4 | ACCENT ENTRY COLOR | COLOR: |
| P-5 | ACCENT CORPORATE COLOR | COLOR: |
| GL-1 | GLAZING | 1" INSULATED GREEN GLAZING |
| M-1 | MULLIONS | CLEAR ANODIZED |

FINISH SCHEDULE



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3.4.3 Open Space and Landscaping

The Project would provide 68,244 square feet of native landscaping, including 166 trees. The applicant would work with the Bureau of Engineering and the Bureau of Street Services to install street trees within the newly constructed sidewalks along all street frontages abutting the subject property. The applicant would be responsible for the maintenance of all street trees, including the replacement of any tree that does not survive the initial transplant, or that dies or is severely damaged during the life of the tree.

The Project would provide outdoor seating areas, including tables for eating, along and around pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site. A pedestrian pathway would be provided along the southern portion of the proposed building, adjacent to automobile parking spaces to provide safe pedestrian access across the Project site.

3.4.4 Access, Circulation, and Parking

Project access would be provided via one right-in/right-out driveway on Vermont Avenue, one right-in/right-out driveway at Redondo Beach Boulevard, and two full access driveways at Orchard Avenue. Truck access would occur at Vermont Avenue and the northerly Project driveway at Orchard Avenue. Tractor trailer deliveries would be restricted to Vermont Avenue and Orchard Avenue at the end of a cul-de-sac. All current site access points will be closed, with sidewalk, curb, and gutter reconstructed to the City's current standards.

In addition, the Project would install a new bus turnout and shelter at the existing bus stop on Vermont Avenue. The Project would improve the pedestrian rail crossing to provide a connection to the sidewalk north of the property on Vermont Avenue and meet California Public Utilities Commission (CPUC) requirements. All unimproved sidewalk areas adjacent to the site would be improved with new sidewalks, trees, and landscaping.

The Project would include 219 automotive vehicle parking stalls. This exceeds the 176 required parking stalls per the City's Municipal Code. A total of 32 bicycle parking spaces would be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. The Project would maintain a maximum of 71 parking stalls for truck trailers. The Project would include at least 6 tractor trailer parking stalls capable of supporting future electric vehicle supply equipment (EVSE). Additionally, the Project would include 12 electric charging stalls for electric passenger vehicles with an additional 33 stalls capable of supporting future electric vehicle chargers.

3.4.5 Other Infrastructure

Water

The proposed domestic water and water for fire service would use existing meters and two fire connections along Redondo Beach Boulevard, which is served by a LADWP 12-inch main line.

Sanitary Sewer

The Project sewer is served by city LADWP and can be connected to the existing 8-inch sewer lateral at midpoint of the Project site on Redondo Beach Boulevard, which connects to a 12-inch sewer main.

Stormwater

The Project proposes harvesting cisterns within the truck yard west of the proposed driveway on Orchard Avenue to capture stormwater and reuse for irrigation with pumps and fine filtration devices. The peak flow would discharge to an existing Los Angeles County Flood Control District (LACFCD) 93-inch RCP storm drain.

3.4.6 Lighting and Signage

Exterior light fixtures would be LED fixtures and would be designed and placed so as not to provide light spillage on adjacent residential properties or public rights-of-way in the form of wall-mounted security lights. Additionally, the use of "cut off" or shielded fixtures would be used to reduce nighttime glare.

There will also be parking lot lighting and lighting in the drive aisles and trailer parking area for security and safety.

Any signage installed on the building would be non-illuminated. An externally illuminated 56-square-foot (6'3" tall x 9' wide) monument sign would be installed at the corner of Vermont Avenue and Redondo Beach.

3.4.7 Site Security

The Project would include the following security features:

- A fully-secured truck yard with 14-foot high concrete screen walls at the northern boundary and tube steel gates at the entrances;
- A location for a guard house should the building tenant require on-site security service;
- A fully lit parking lot and truck court, using light fixtures that are appropriately shielded (see above);
- Tenant specific security systems would be based on the individual requirements of the tenant.

3.4.8 Planned Hours of Operation

The Project proposes to allow 24-hour daily operations. To ensure Project operations are compatible with surrounding uses, the Project would exceed the requirements of Los Angeles Municipal Code (L.A.M.C.) Section 114.03, which allows deliveries at anytime if located more than 200 feet from residences; loading and unloading activities would not occur within 300 feet of the nearest residence and would be located out of view from the public right-of-way. The Project site would remain separated from the residential neighborhood and existing baseball field to the north and northeast by the railroad tracks. Further, as previously stated, all loading and unloading activities on the north side of the building would take place behind a 14-foot sound wall, which would be constructed along the northerly property line.

3.4.9 Sustainability Features

Energy-saving and sustainable design features and operational programs would be incorporated into the Project, including those required by the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). The Project would also incorporate design features and attributes promoting energy efficiency and sustainability. The Project buildings would be designed and built to meet the standard for LEED Silver Certification under either the 1) LEED v.4 Building Design and Construction Standards for Core and Shell Development set forth by the U.S. Green Building Council or 2) LEED pre-certified Prologis program.⁵ Additionally, the Project would provide a rooftop solar installation or other renewable energy power source sized to offset the expected electrical consumption. As previously mentioned, the Project would include at least 6 tractor trailer parking stalls capable of supporting future electric vehicle supply equipment (EVSE). Additionally, the Project would include 12 electric charging stalls for electric passenger vehicles with an additional 33 stalls capable of supporting future electric vehicle chargers. The Project would also provide a rooftop solar installation or other renewable energy power system to offset the expected house meter⁶ and office electrical consumption of the tenant.

3.4.10 Anticipated Construction Schedule

Construction of the Project would commence October 2021 and be completed by the end of July 2022, a duration of approximately 9 months. Construction is anticipated to occur at one time. Opening year is assumed to be 2022.

Construction would entail asphalt demolition, onsite process of asphalt demolition debris, grading, construction of the proposed land use, trenching, paving of the surface parking lot and internal circulation, landscaping, and architectural coating. Approximately 999 tons of asphalt demolition would be hauled offsite to a facility in the City of Stanton, while the majority of asphalt demolition debris would be reprocessed onsite. Export of the 999 tons of demolition debris would generate up to a total of 100 one-way truck trips (50 truck loads).

3.5 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

⁵ Prologis has been designing and developing LEED-certified buildings since 2006. In 2014, Prologis partnered with the U.S. Green Building Council and M.E. Group to use the LEED Volume Program. The Program uses a prototype approach to streamline the certification process and allow builders to achieve consistency in green building improvements, while earning LEED certification faster than would be possible with individual building reviews.

⁶ The house meter is the electrical meter for all the building standard functions (i.e. site lighting, irrigation controller, electric fire pump (if there is one)).

- Major Development Project Conditional Use Permit for the construction of a warehouse with over 250,000 square feet of floor area (L.A.M.C. Section 12.24-U,14);
- Commercial Corner Development Conditional Use Permit to permit the Project to allow 24-hour operation in lieu to the otherwise permitted 7 a.m. to 11 p.m. and to have exterior walls consisting of less than 50 percent window glazing (L.A.M.C. Section 12.24-W, 27);
- Site Plan Review for a development which results in an increase of more than 50,000 square feet of non-residential floor area (L.A.M.C. Section 16.05)
- Zoning Administrator's Adjustment to allow a maximum building height of 53 feet in lieu of the otherwise permitted 45 feet (L.A.M.C. Section 12.28-A,a); and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

3.6 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The list below identifies other agencies that would require ministerial approvals for the Project.

- South Coast Air Quality Management District, Air quality permits for construction.
- Regional Water Quality Control Board, Issuance of National Pollution Discharge Elimination System Permit for construction; Approval of work plan and remedial action plan pursuant to California Water code Section 13304.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

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

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

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

No Impact. A scenic vista, as defined by the California Department of Transportation, is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A significant impact would occur if the Project would have a substantial adverse effect on a scenic vista. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The Project is not located on or near any scenic vista. No impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. According to the California Scenic Highway Mapping System of the California Department of Transportation, the Project site is not on or near a major state-designated scenic highway (Caltrans 2011). California State Route 1 is the nearest eligible state scenic highway located about 17 miles northwest of the Project site with no visibility of the Project site. The proposed Project would not damage scenic resources within a state scenic highway and no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

c. In non-urbanized 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 subject Project is currently a vacant lot in an urbanized area and therefore a significant impact would occur if the Project would conflict with applicable zoning or other regulations governing scenic quality. The proposed Project would include the construction of a new 53-foot tall building with new landscaping and streetscape improvements. The proposed Project would intensify on-site land uses by introducing a new structure that would replace blighted conditions and would not degrade the existing visual character or quality of the Project site and its surroundings. Further the Project would not conflict with applicable zoning or other regulations governing scenic quality. The proposed Project requires a Zoning Administrator's Adjustment from L.A.M.C. Section 12.21.1-A to allow a maximum building height of 53 feet in lieu of the otherwise permitted 45 feet. This would not have a negative impact on visual character or quality and, conversely, could improve the visual quality of the site, which is currently dominated by remnant and deteriorating building foundations and pavement. The Project would be consistent in height with surrounding buildings, for example the Gardena Professional Medical Plaza to the west and Hustler Casino, which are approximately 61 and 50 feet in height, respectively. Impacts would be less than significant. This topic will not be further evaluated in the EIR and no mitigation measures are necessary.

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. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, illuminated signs, athletic field

lighting at Rosecrans Recreation Center, and interior and exterior building illumination. The Project would include nighttime security lighting along the perimeter of the Project site and around the building. However, the security lighting would be LEDs that would produce illumination levels consistent with the ambient nighttime lighting conditions in the surrounding area. The Project does not include any elements or features that would create substantial new sources of glare. Furthermore, the Project requires approval of a Major Development CUP to permit exterior walls consisting of less than 50 percent window glazing (L.A.M.C. Section 12.24-W, 27), which would reduce nighttime glare in exceedance of L.A.M.C. requirements. Therefore, light and glare impacts would be less than significant. This topic will not be further analyzed in the EIR.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to 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.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. The Project site is currently vacant and is not mapped as important farmland in the Farmland Mapping and Monitoring Program maintained by California Department of Conservation⁷. Therefore, the Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur. This impact will not be analyzed in the EIR.

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

No Impact. The Project site is currently zoned as M2-1VL-O and not zoned for agriculture use or identified as a site under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agriculture use or a Williamson Act contract, and no impact would occur. This impact will not be analyzed in the EIR.

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))?

No Impact. The Project site is zoned for light industrial use (M2-1) and is not zoned for forest land, timberland, or timberland production. Therefore, the Project would not conflict with existing zoning or cause the rezoning of forest land, timberland or timberland production. No impact would occur; this impact will not be addressed in the EIR.

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

No Impact. Refer to Response II.c. The Project site and its surrounding area are not zoned as forest land and the Project site is currently vacant. Therefore, the Project would not result in the

⁷ California Department of Conservation (DOC). 2016. California Important Farmland Finder (CIFF). Assessed April 11, 2019. <https://maps.conservation.ca.gov/dlrp/ciff/>.

loss of forest land or conversion of forest land to non-forest use. No impact would occur; this impact will not be analyzed in the EIR.

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

No Impact. Refer to Responses II a, c, d. The Project site is vacant and surrounded by residential, commercial, institutional, and public park uses. There is no farmland or forestland near the Project site where development could contribute to conversion to nonagricultural use, and no impact would occur. This impact will not be analyzed in the EIR.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. The Project site is in the South Coast Air Basin (SCAB) and is subject to the air quality management plans prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD's 2016 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Construction activities on the Project site would generate exhaust from construction equipment and vehicle

trips, fugitive dust from ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The subject property has been previously used by numerous industrial and manufacturing operations. Implementation of the Project would allow development of the proposed 340,298-square-foot warehouse/manufacturing/high-cube/distribution center and would result in an increase in development intensity and associated increase in criteria air pollutants. The EIR will evaluate the Project's consistency with regional growth forecasts and impacts the planning program may have on the attainment of regional air quality objectives. Mitigation measures will be identified as necessary.

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?

Potentially Significant Impact. The SCAB is designated nonattainment for ozone (O₃), and fine inhalable particulate matter (PM_{2.5}) under the California and National ambient air quality standards (AAQS) and nonattainment for coarse inhalable particulate matter (PM₁₀) under the California AAQS. The Los Angeles County portion of the Air Basin is designated as non-attainment for the lead National AAQS; however, this was due to localized emissions from two previously operating lead-acid battery recycling facilities located in the Air Basin in the City of Vernon and the City of Industry.⁸ These facilities are no longer operating and would not affect the Project Site. In accordance with SCAQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Air pollutant emissions associated with the Project could occur over the short term for site preparation and construction activities. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the SCAB. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. In addition, emissions could result during long-term operation of proposed facilities. An air quality analysis will be prepared to determine if the Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The nearest sensitive receptors are the existing recreation center approximately 600 feet north, the park approximately 80 feet to the property line to the north, the single-family detached residential units located approximately 90 feet to the property to the northeast, and the residences approximately 110 feet to the south across Redondo Beach Boulevard. An air quality analysis is required to determine if the potential criteria air pollutant emissions (e.g., mobile sources, area sources) associated with the Project could result in exposure of offsite sensitive receptors to significant concentrations of air pollutants. An air quality

⁸ South Coast Air Quality Management District, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

analysis will be prepared to address potential impacts to sensitive receptors that would be exposed on a recurring basis to substantial air emissions associated with the Project. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

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

Potentially Significant Impact. The Project would not generate substantial odors. Odors are regulated 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.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs from architectural coating would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and would be low in concentration, and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project.

However, because the Project is a speculative industrial building, it could potentially operate as a type of one of the aforementioned land uses that are considered to generate objectionable odors. In addition, potential sources that may emit odors during the on-going operations of the Project would include odor emissions from diesel truck emissions and trash storage areas. Potential odor impacts from operation of the Project will be further evaluated in the EIR and mitigation measures will be identified as necessary.

IV. BIOLOGICAL RESOURCES

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

Would the project:

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

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. The Project site is located in a completely built-out urbanized environment and is currently paved with concrete paving. There are no natural or native plant communities on the Project site. As a result, no suitable habitat for candidate, sensitive or special status species exist on the Project site. Therefore, the Project would not have a substantial adverse effect on any candidate, sensitive, or special status species through habitat modifications. No impact would occur; this impact will not be analyzed in the EIR.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams; and are jurisdictional to the California Department of Fish and Wildlife. There are no riparian habitats or other sensitive natural community located on the Project site and its surrounding areas⁹. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur; this impact will not be analyzed in the EIR.

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

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. No wetlands were identified on the Project site and its surrounding areas¹⁰. Therefore, the Project would not have a substantial adverse effect on wetlands. No impact would occur; this impact will not be analyzed in the EIR.

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 surface water bodies, streams or waterways occur on the Project site. The Project site does not provide nursery sites for wildlife, nor is it conducive to function as a corridor for migratory wildlife. There are a limited number of ornamental trees on site within the adjacent public right-of-way that would be removed and replaced with a new sidewalk, trees, and landscaping. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. Nesting migratory birds are protected under the MBTA (United States

⁹ U.S. Fish and Wildlife Service (FWS) 2018. National Wetlands Inventory. Assessed April 11, 2019. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

¹⁰ *ibid*

Code, Title 16, Sections 703–712) and California Fish and Game Code Sections 3503 et seq. Compliance with federal MBTA and California Fish and Game Code would reduce the impact to a less than significant level. Therefore, the Project would not interfere with the movement of any native resident or migratory species or impede the use of native wildlife nursery sites. No impact would occur; this impact will not be analyzed in the EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The City of Los Angeles Protected Tree Ordinance (No. 177,404) requires the protection Southern California native tree species such as oak tree, Southern California black walnut, western sycamore, and California bay trees. The Project site does not contain any locally protected trees. Therefore, there would be no impact relating to conflicts with local policies and ordinances protecting biological resources; this impact will not be analyzed in the EIR.

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 or its surrounding areas¹¹. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan. No impact would occur; this impact will not be analyzed in the EIR.

V. CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

¹¹ California Department of Fish and Wildlife (CDFW). April 2019. California Natural Community Conservation Plans. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources, resources included in a local register of historical resources or identified as significant in an historical resources survey meeting the requirements of Public Resources Code section 5024.1(g), and other resources considered to be historical resources by the lead agency based on substantial evidence. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

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

The Project site is currently vacant and there are no identified historical resources onsite according to Los Angeles Historic Resources Inventory¹² (OHR 2019). Therefore, the Project would result in no impact to historical resources. This impact will not be analyzed in the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. The Project would require excavation and grading. The maximum depth of excavation is 8 feet below existing grade for general building construction and from 11- to 18-feet for sewer trenching. However, since the Project site has been previously disturbed due to construction of previous uses, any significant archaeological resources that may have existed onsite have likely either be removed or damaged. Nonetheless, a cultural resources assessment report will be prepared to identify any potential significant archeological resources onsite. The assessment report will include an intensive pedestrian survey of the Project area by a qualified archeologist and cross-trained paleontologist and records searches for archeological and cultural resources. Results of the cultural resources assessment report will be discussed in the EIR, along with any potential Project impacts.

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

Less than Significant Impact. In the unlikely event of discovery of human remains onsite, the project applicant would be responsible for compliance with California Health and Safety Code

¹² City of Los Angeles Office of Historic Resources (OHR). 2019. HistoricPlacesLA: Los Angeles Historic Resources Inventory Map. <http://www.historicplacesla.org/map>.

Section 7050.5 and CEQA Guidelines Section 15064.5. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Project would comply with existing law, and potential impacts to human remains would be less than significant.

VI. ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. The Project includes the construction and operation of a new 340,298-square-foot industrial building. The development of the Project would include construction activities such as demolition, clearing, grading, paving, and building construction. These activities would result in the increased consumption of energy during Project construction. Additionally, the operation of the Project would result in new sources of energy consumption due to additional long-term employment, goods movement, electricity use, and other warehousing activities at the Project site compared to existing conditions. Sustainability principles such as skylights in warehouse/distribution buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting are incorporated into the design guidelines of the Project to reduce environmental impacts from energy production and consumption. Nevertheless, construction and operation of the Project would have the potential to increase energy consumption that could significantly impact the environment. The EIR will evaluate the potential for the Project to generate a

substantial increase in energy use and identified mitigation measures will be incorporated as needed.

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

Less Than Significant Impact. The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006 and 2011. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Renewable energy sources 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 Senate Bill 100 (SB 100), which raises California’s RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. The Project would be serviced by the Los Angeles Department of Water and Power. The Project would provide a rooftop solar installation or other renewable energy power system to offset the expected house meter and office electrical consumption of the tenant. The Project would not obstruct a state or local plan for energy efficiency. This topic will not be analyzed in the EIR and no mitigation measures are necessary.

VII. GEOLOGY AND SOILS

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|--|------------------------------------|-----------|
|--------------------------------------|--|------------------------------------|-----------|

Would the project:

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

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

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes. An active fault is a fault that has had surface displacement within the last 11,000 years. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone¹³. No impact would occur, and this topic will not be evaluated in the EIR.

ii. Strong seismic ground shaking?

Less Than Significant Impact. There are multiple known active faults in the Southern California region, making it susceptible to strong ground shaking from severe earthquakes. Therefore, a major earthquake along any of the region's major active faults would likely cause seismic ground shaking at the Project site. Seismic activities are associated with a number of nearby faults (e.g. Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g. Elysian Park, Puente Hills, and Compton). Consequently, construction of the Project could expose people and structures to strong seismic ground shaking.

Project-related structures and buildings would be required to be designed and built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion. Therefore, as structures would be designed to meet or exceed CBC standards for earthquake resistance, development of the Project would create less than significant impacts related to seismic ground shaking, and this topic will not be evaluated in the EIR.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction refers to soils that lose their load-supporting capability when strongly shaken. In general, soils that are susceptible to liquefaction are loose, saturated granular soils having low content of fine-grained particles (such as clays) and under low confining pressures. Liquefaction can make soils highly mobile, leading to lateral movement, sliding, consolidation, and settlement of loose sediments; sand boils; and other damaging deformations. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to the City's Zone Information and Map Access System (ZIMAS), the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. The Seismic Hazards Map for the Inglewood Quadrangle, published by the California Geological Survey indicates that the subject site is not located within a designated liquefaction hazard zone. In addition, the subsurface conditions encountered at the boring locations are not conducive to liquefaction. Specifically, the site is underlain by significant amounts of stiff to very stiff silts and clays. Additionally, no groundwater was encountered within the upper 30± feet during drilling. Based on these

¹³ U.S. Geological Survey (USGS). 2018, October 22. Geological Survey Data Viewer. Assessed September 9, 2019. <https://viewer.nationalmap.gov/advanced-viewer/>.

considerations, liquefaction is not considered to be a significant design concern for this Project (SCG 2016). Therefore, the Project would not cause personal injury or death or result in property damage as a result of seismic-related ground failure, including liquefaction and no impact would occur. This topic will not be further evaluated in the EIR and no mitigation measures are necessary.

iv. Landslides?

No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. According to ZIMAS, the subject property is not located within a Landslide Area. Therefore, no impacts related to landslides are anticipated. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Although soils in the Project site could experience erosion during construction and development, implementation of the Project would not cause substantial soil erosion.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements applying to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 1, below.

Future development within the Project site would be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant. This topic will not be further evaluated in the EIR and no mitigation measures are necessary.

Table 1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

| Category | Goal | Sample Measures |
|--------------------------------|--|--|
| Erosion Controls | Prevent soil particles from being detached from the ground surface and transported in runoff | Preserving existing vegetation; soil binders; geotextiles and mats |
| Sediment controls | Filter out soil particles that have entered runoff | Barriers such as slit fences and gravel bag berms; and street sweeping |
| Tracking Controls | Prevent soil from being tracked offsite by vehicles | Stabilized construction roadways and entrances/exits |
| Wind Erosion Control | Prevent soil from being transported offsite by wind | Similar to erosion controls above |
| Non-stormwater Management | Prevent discharges of soil from site by means other than runoff and wind | BMPs regulating various construction practices; water conservation |
| Waste and Materials Management | Prevent release of waste materials into storm discharges | BMPs regulating storage and handling of materials and wastes |

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. The Project site was previously used for industrial and warehouse uses and is currently vacant. As stated previously, the Project site is not susceptible to landslides or liquefaction. Lateral spreading and collapse can occur as an effect of seismic ground shaking and expansive soils. Project-related structures and buildings would be required to be designed and built in compliance with the CBC and the City of Los Angeles Building Code, which requires the Project to implement the recommendations of the site-specific geotechnical investigation. The recommendations require foundations to be constructed based on the expansion index and shear strength of onsite soils. Compliance with the CBC and City Building Code would ensure impacts would be less than significant. This topic will not be further evaluated in the EIR and no mitigation measures are necessary.

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

Less Than Significant Impact. Expansive soils contain substantial amounts of clay that swells when wetted and shrinks when dries; the swelling or shrinking can shift, crack, or break structures built on such soils. The Project buildings would be required to be designed and built in compliance with the CBC and the City of Los Angeles Building Code, which requires the Project to implement the recommendations of the site-specific geotechnical investigation. The recommendations require foundations to be constructed based on the expansion index and shear strength of onsite soils. Compliance with the CBC and City Building Code would ensure impacts would be less than significant. This topic will not be further evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. The Project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project site and would not use septic tanks or alternative wastewater disposal systems, and no impact would occur. This topic will not be analyzed further in the EIR.

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

Potentially Significant Impact. As mentioned previously, the Project would not require significant amounts of below grade construction, such as basements or crawl spaces. The maximum depth of excavation is 8 feet below existing grade for general building construction and from 11- to 18-feet for sewer trenching. Cut portions of pad areas above buttresses or stabilizations would be over excavated to a depth of 3 feet and rebuilt with uniform, more cohesive compacted fill to impede moisture penetration. Remedial grading would be performed in order to remove all of the undocumented fill soils and a portion of the near-surface native soils. Previous disturbance of the Project site from past construction activities has reduced the potential for paleontological resources or unique geologic features to exist onsite. However, a paleontological resources assessment report will be prepared to identify any potential significant paleontological resources or unique geologic features onsite. The assessment report will include an intensive pedestrian survey of the Project area by a qualified archeologist and cross-trained paleontologist and records searches for paleontological resources. Results of the paleontological resources assessment report will be discussed in the EIR, along with any potential Project impacts.

VIII. GREENHOUSE GAS EMISSIONS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially 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 (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and Senate Bill 375 (SB 375), which will address GHG emissions on a statewide, cumulative basis. The construction activities, operation, and increase in vehicle traffic associated with the development of the Project have the potential to generate GHG emissions that could significantly impact the environment. The EIR will evaluate the potential for the Project to generate a substantial increase in GHG emissions. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The California Air Resources Board's (CARB) Climate Change Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction targets of 1990 emission levels by year 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by year 2050. In addition, SB 375, the Sustainable Communities and Climate Protection Act of 2008, was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The Southern California Association of Governments' 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identified per capita GHG reduction from passenger vehicles and light duty trucks in the region from 2016–2040.

On the local level, the applicable plan for the Project is the City of Los Angeles' Green New Deal. The 2019 Green New Deal Pathway calls for cutting greenhouse gas emissions (GHGs) to 50 percent below 1990 levels by 2025; 73 percent below 1990 levels by 2035; and becoming carbon neutral by 2050. Furthermore, the City of Los Angeles includes policies regarding sustainability (as dictated by the City's General Plan). However, development of the Project, including construction and operational activities, would generate a net increase of GHG emissions within the region. The EIR will evaluate the Project's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Mitigation measures will be identified as necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Potentially Significant Impact. Implementation of the Project would may require the transportation, use, storage, or disposal of hazardous or potentially hazardous materials for the construction and operation of the Project uses. A Phase I ESA and Phase II Investigation Report prepared for the Project identified the presence and potential presence of chemicals of potential concern (COPC) in the onsite soils^{14, 15}. A former Arco gas station was located at the southwestern corner of the Project site and Virco occupied the remaining portion of the west side of the Property. These areas have been investigated and/or remediated to the satisfaction of regulatory authorities and issued no further action letters. Residual contaminants remain in place in these areas. The eastern half of the Project site was formerly occupied by Pacific Electriccord Company (Electriccord) and Leviton, which continues to be investigated with LARWQCB oversight. The total square footage of the prior developments was approximately 505,000 SF. The Phase II Environmental Site Assessment investigated the identified recognized environmental conditions and made recommendations as follows:

- Investigations have shown residual concentrations of total petroleum hydrocarbons and volatile organic compounds in soils and soil vapor. Total petroleum hydrocarbons were also found in the remnant concrete foundations. A soil management plan (SMP) is being prepared to address evaluation, monitoring, and handling of suspected contamination during demolition and grading activities.
- Perchloroethylene was detected in soil vapor indicating a release at Plant 3 of the former Electriccord facility, and at two “hotspots” at the former Virco facility. It was recommended

¹⁴ SCS Engineers. 2016, November 8. Phase II Soil and Soil Vapor Investigation Report Walmart Chapman Site 15134 South Vermont Avenue and 747, 831, 841 and 861 West Redondo Beach Boulevard Los Angeles, California 90247 (APNs 6120-001-013, 60120-002-001, and 6120-002-002).

¹⁵ Southern California Geotechnical (SCG). 2016, November 15. Geotechnical Investigation Proposed Commercial/Industrial Building 15134 South Vermont Avenue Los Angeles, California for Prologis.

that vapor intrusion be evaluated either through a risk assessment or appropriate vapor mitigation system.

Concurrent with demolition, grading, and/or construction of the Project, monitoring in accordance to the SMP will be conducted to reduce the potential for impact to surrounding receptors. Transportation of hazardous materials by a future industrial use, as well as these remedial actions could create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials. The EIR will evaluate these potential impacts and will propose mitigation for those impacts determined to be potentially 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?

Potentially Significant Impact.

Construction

Construction of the Project would involve the temporary use of hazardous materials including vehicle fuels, oils, and transmission fluids. Such use which could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used, or disposed. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature. Project construction workers would be trained in safe handling and hazardous materials use.

Additionally, the use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws and regulations. These include the Hazardous Material Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, Certified Unified Program Agency (CUPA), and the California Accidental Release Prevention Program. As required by law, notification to Underground Service Alert will be made. Also, an attempt to coordinate with the owners/operators of high priority underground lines will be made prior to excavation in order to avoid damage to high-pressure pipelines, natural gas/petroleum pipelines if in the area. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, if a spill or leakage of petroleum products occurs during construction activities, it will immediately be contained, the hazardous material identified, and the impacted area would be remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant.

Additionally, the subject property has been previously used by multiple industrial and manufacturing operations. The Phase I ESA and Phase II Investigation indicate that there are residual pollutants in the subsurface and potential for additional subsurface features, as identified above. The Project site has a history of investigation and remediation, and a number of known suspected chemical releases have been identified. Most of these known or suspected releases have been investigated and, as necessary, remediated to the satisfaction of regulatory agencies,

either the Los Angeles Regional Water Quality Control Board (LARWQCB) or the City of Los Angeles Fire Department (LAFD). The former ARCO service station and former Virco portions of the Project site have received closure from the LARWQCB. However, residual contamination remains in soil, soil vapor and groundwater, and the former Electriccord portion of the Project site (the eastern portion) is still under investigation and oversight by the LARWQCB. Impacted soil would be sampled and handled as described in the SMP prepared as part of the EIR, and disposed of at an appropriately licensed disposal or treatment facility. Hazards to the public or the environment and risk of upset arising from the routine use of hazardous materials during Project construction would be potentially significant and this topic will be further analyzed in the EIR.

Operation

Operation of the Project could involve the use and storage of hazardous substances. The use, storage, transport, and disposal of hazardous materials by Project operation would be subject to existing regulations of the same agencies that would regulate such use during Project operation. The EIR will evaluate to use of hazardous materials during operation and the potential risk for accident or upset. Impacts would be potentially significant, and will be further analyzed in the EIR with mitigation measures identified as necessary.

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

Potentially Significant Impact. The Project is located within one-quarter mile of Amestoy Elementary School. As discussed above, operation of the Project may involve the use and storage of hazardous substances. The Project would be required to comply with applicable laws and regulations governing the use, storage, and transportation of hazardous materials. Monitoring and appropriate remedial activities will be in effect, in accordance with the SMP being prepared as part of the EIR. Additionally, Amestoy Elementary School may be affected by construction-related hazardous emissions and material transport. This issue will be analyzed in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. California Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. The State Water Resource Control Board maintains the GeoTracker database which manages sites that impact, or have the potential to impact, water quality in California. The GeoTracker database includes sites that require cleanup, are under current investigation/remediation, or have been

closed with a status not requiring further investigation. A review of the EnviroStor and GeoTracker databases reveal the subject property has been identified for several historical operations that are currently under investigation and/or have been investigated to the satisfaction of the Regional Board. As mentioned above, investigations are being conducted under the direction of the Los Angeles Regional Water Quality Control Board (Regional Board) for the previous Electriccord portion of the Property. Pacific Electriccord manufactured electrical extension cords at the Project site from 1961 to 2004. During manufacturing operations, copper wire and cleaning solvents were used and stored. These operations resulted in unauthorized discharges of contaminants into the subsurface, mainly volatile organic compounds. Volatile organic compounds are chemical compounds found in cleaning solvents and other products, and used in industrial operations. Routine groundwater monitoring is conducted and further investigation activities are ongoing. In response to a Notice of Violation for failure to submit a workplan pursuant to California Water Code Section 13267 Order (Order; LARWQCB letter dated April 23, 2019), Waterstone Environmental, Inc. prepared a Workplan for Supplemental Soil Vapor Survey and Installation of Additional Groundwater Monitoring Well (Workplan) dated April 26, 2019, proposing one multi-nested groundwater well, installation of five multi-nested soil vapor probes, and notification of reduction in the number and frequency of groundwater wells sampled. The LARWQCB issued a letter on August 14, 2019 documenting review of the workplan which stated the following:

- Reiterated that an August 31, 2018 amendment to the Order directed the responsible party (APA III Ltd) to install additional wells in the cross gradient/downgradient direction of the plume to provide an adequate monitoring network for delineation of the plume, prior to considering approval of the proposed monitored natural attenuation (MNA) of the plume.
- That the multi-depth groundwater well proposed by Waterstone be moved approximately 200 feet to the south to provide adequate delineation and monitoring of the plume.
- A multi-depth well should be installed approximately 400 feet west/northwest of PE-MW1 to provide adequate delineation of the plume.
- New wells should be incorporated into the plume-wide semiannual groundwater monitoring program and any modifications to the monitoring frequency of new or existing wells must be approved by the LARWQCB.
- Prior to approval of MNA of the plume the wells proposed to be eliminated from the monitoring program by Waterstone (PE-MW1, PE-MW3, PE-MW5C, PE-MW5D, PE-MW6C, and PE-MW6D) must continue to be monitored to gather data to support MNA, but the frequency could be reduced from semiannual to annual.
- All other aspects of the Order originally dated November 13, 2008, and the amendments thereto, remain in full force and effect.

A revised workplan addressing the above LARWQCB comments was submitted and approved on December 4, 2019.

This issue will be analyzed in the EIR and mitigation measures will be identified as necessary.

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

No Impact. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, implementation of the Project would not result in hazards related to aircraft operation and no impact would occur. This topic will not be evaluated in the EIR.

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

No Impact. The Project is located approximately 0.13 miles west of Interstate 110 (Harbor Freeway, the nearest designated Disaster Route). The Project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur. This topic will not be evaluated further in the EIR.

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

No Impact. The Project site is in a highly urbanized, built-out portion of the City and is outside of the Very High Fire Hazard Severity Zone designated by the California Department of Forestry and Fire Protection¹⁶. Future development under the Project would not pose wildfire-related hazards to people or structures. Therefore, no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

X. HYDROLOGY AND WATER QUALITY

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

Would the project:

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

¹⁶ California Office of the State Fire Marshal (CAL FIRE). Fire Hazard Severity Zones Maps. https://osfm.fire.ca.gov/media/5830/los_angeles.pdf

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Impede or redirect flood flows. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less than Significant Impact. The US Environmental Protection Agency (EPA) establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System program to control direct stormwater discharges. In the City of Los Angeles, the Los Angeles Regional

Water Quality Control Board (LARWQCB) administers the National Pollutant Discharge Elimination System (NPDES) permitting programs and is responsible for developing waste discharge requirements. The Project would be required to comply with the NPDES standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172, 176 and No. 173,494) to ensure pollutant loads from the Project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Through conformance during the permitting process with the Department of Building and Safety, impacts would be less than significant. Additionally, groundwater is currently being monitored with oversight by the Los Angeles Regional Water Quality Control Board, which is anticipated to continue through the life of the Project. As previously identified, residual contamination remains in soil, soil vapor and groundwater, and the former Electricord portion of the Project site (the eastern portion) is still under investigation and oversight by the LARWQCB. Impacted soil would be sampled and handled as described in the SMP prepared as part of the EIR, and disposed of at an appropriately licensed disposal or treatment facility. Removal of hazardous materials would reduce the risk of groundwater contamination; therefore, the Project would not exacerbate the existing condition. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. Water supply to the Project would be provided by Los Angeles Department of Water and Power (LADWP) and would not require the use of groundwater at the Project site. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, since the existing Project site is mostly impervious, the Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, no impact would occur, and this issue will not be addressed further in the EIR.

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

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Refer to Section X. Hydrology and Water Quality, (a). Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation, resulting in a less than significant impact. This issue will not be addressed further in the EIR.

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. There are no streams or rivers located onsite or in the Project vicinity. During operation of the Project, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. The Project site consists of paved parking lots and remnant foundations from previous industrial uses. According to the Los Angeles County Department of Public Works Design Division-Hydraulic Analysis Unit, the allowable discharge from the Project site is 17.3 cubic feet per second (csf) and the proposed condition 50-year runoff from the northerly truck yard is approximately 20.1 cfs and 11.4 cfs from the southern portion for a total of 31.5 cfs¹⁷. The Project would install detention in the northerly truck yard to reduce overall outflow under the proposed condition site discharge to below the allowable discharge.

Per detention calculations, approximately 5.1 cfs out of the proposed condition runoff tributary to the northerly truck yard would be allowed to discharge via the proposed storm drain system. The remaining runoff of 15.0 cfs from the northern truck yard would be detained in the truck yard at a depth of 1.27 feet. Runoff from the southern portion of the site (11.4 cfs) would be discharged undetained via the proposed storm drain system. With detention in the truck yard, the total proposed condition 50-year discharge from the Project site will be 16.5 cfs (5.1 cfs from the north and 11.4 from the south), which is less than the allowable discharge of 17.3 cfs. Therefore, implementation of the Project would not substantially alter the existing drainage pattern of the Project site, nor would the potential change in surface runoff anticipated result in flooding on- or offsite. Therefore, impacts would be less than significant and this issue will not be addressed further in the EIR.

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

Less Than Significant Impact. Refer to Section X. Hydrology and Water Quality, (a). The City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety and impacts would remain less than significant. This issue will not be addressed further in the EIR.

¹⁷ Thienes Engineering, Inc. (Thienes). 2019, September 6. Low Impact Development (LID) for South Bay Industrial Center, N/E Corner of Redondo Beach Boulevard and Vermont Avenue, Los Angeles, California, 90247, APNs: 6120-001-013 & 6120-002-001, -002.

iv. Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06037C1795F, effective September 26, 2008, the subject property is not located within a Flood Zone; and according to the Safety Element of the City of Los Angeles General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year or 500-year flood plain. Therefore, the Project would not impede or redirect flood flows and no impact would occur. This topic will not be further assessed in the EIR.

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

No Impact. 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. Thirteen dams in the greater Los Angeles area moved or cracked during the 1994 Northridge earthquake. However, none were severely damaged. This low damage level was due in part to completion of the retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, the subject property is not located within the Potential Inundation Area. Therefore, the possibility of the Project being affected by a tsunami or flooding is negligible and no impacts would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

Less Than Significant Impact. Refer to Section X. Hydrology and Water Quality, (a). The quality of surface and groundwater at the Project site is affected by land uses within the watershed and the composition of subsurface geologic materials. Water quality in surface and ground water bodies is regulated by the State Water Resources Control Board (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB). The City of Los Angeles is under the jurisdiction of the Los Angeles Regional Water Quality Control Board, which is responsible for implementation of State and Federal water quality protection guidelines in the vicinity of the Project site.

The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations to ensure pollutant loads from the Project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's

landscape ordinance and other related requirements in the City’s Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the Project would not obstruct implementation of applicable plans. Impacts would be less than significant and this issue will not be further evaluated in the EIR.

XI. LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Physically divide an established community?

No Impact. The Project is a new infill development in an urbanized area and would not divide an established community. The Project site is also blighted, and development of the Project site would redevelop the Site and put it back to productive economic uses. The Project would not involve any street vacation or closure or result in development of new thoroughfares, highways, or major infrastructure. No impact would occur; this impact will not be analyzed in the EIR.

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 site is located within the Harbor Gateway Community Plan Area. As identified in the City of Los Angeles Municipal Code, the site is zoned M2-1, with a General Plan land use designation of Light Manufacturing. The Project would be comprised of approximately 340,298 square feet of warehouse/manufacturing/high-cube warehouse/distribution center use. A warehouse/manufacturing/high-cube warehouse/distribution center is a permitted use in M2 zoned lots with a maximum floor area of approximately 1,045,907 square feet. No changes to the existing land use designation is required or proposed with the Project. No impact would occur; this impact will not be analyzed in the EIR.

XII. MINERAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. According to the City of Los Angeles General Plan Conservation Element, the Project site is not identified in a Mineral Resource Zone-2 (MRZ-2). Defined by the State of California Geologist, MRZ-2 zone is defined as an area in which deposits are of significance to the state. Additionally, the Project site is not identified by the City as being located in a state designated oil field or within an oil drilling district. Therefore, the Project would not result in the loss of availability of mineral resources. No impact would occur; this impact will not be analyzed in the EIR.

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

No Impact. As discussed above in Section XII. Mineral Resource, (a), no mineral resource recovery sites are identified on or in the immediate vicinity of the Project site. There would be no loss of availability of locally important mineral resources and no impact would occur, this impact will not be analyzed in the EIR.

XIII. NOISE

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

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?

Potentially Significant Impact. Implementation of the Project would involve construction and operational activities that would generate noise levels that may expose sensitive land uses to noise levels in excess of the noise standards. Short-term construction activities could elevate ambient noise levels at noise-sensitive land uses. Long-term operation of the new development within the Project area could potentially result in two types of long-term noise impacts. The first may occur if Project-related noise sources substantially increase noise levels in the vicinity of the Project area. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with L.A.M.C. Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Future development under the Project has the potential to increase stationary and mobile source noise levels in the Project area. Further evaluation in the EIR is required to determine potential on- and offsite noise impacts of the Project. Mitigation measures will be identified as necessary.

The Project would result in an increase in traffic levels in the Project vicinity, which could result in a permanent increase in the ambient noise environment. Further evaluation is required to

determine potential on- and offsite impacts of the Project on sensitive receptors. The EIR will evaluate the change in noise levels at noise-sensitive receptors and determine if those receptors would be exposed to noise levels that exceed noise standards. This topic will be analyzed in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The operation of future development in the Project site would not generate substantial levels of vibration. However, construction operations would generate varying degrees of groundborne vibration, depending on the procedures and equipment used. The City of Los Angeles does not address vibration in the L.A.M.C. or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the Project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from most construction equipment would be well below the significance thresholds. Construction equipment utilized during development would produce vibration from vehicle travel as well as grading and building construction activities. Further evaluation in the EIR is required to determine whether activities with heavy equipment or jackhammers may generate excessive groundborne vibration or groundborne noise levels. The EIR will include an assessment of construction vibration for sensitive receptors within or adjacent to the Project site. Mitigation measures will be identified as necessary.

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 is not located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, no impact would occur, and this topic will not be further addressed in the EIR.

XIV. POPULATION AND HOUSING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less Than Significant Impact. The Project would result in the development of approximately 340,298 square feet (including a 25,000 square foot mezzanine) of warehouse/manufacturing/high-cube warehouse/distribution center use. The Project is anticipated to result in an increase of approximately 250 jobs. The Southern California Association of Governments' (SCAG) 2040 employment projections for the City estimate that employment will increase from 1,696,400 employees in 2012 to 2,169,100 in 2040. Project generated jobs are well within the employment projections for the cities of Los Angeles and Gardena. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, impacts would be less than significant. This topic will not be further analyzed in the EIR and no mitigation is required.

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

No Impact. The Project site is vacant and is currently zoned for light industrial uses with no residential zoning planned or currently on site. The Project would not result in the displacement of any people or housing. No impact would occur, and this topic will not be analyzed in the EIR.

XV. PUBLIC SERVICES

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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Fire protection?

Less Than Significant Impact. Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services to the project area. The LAFD generally considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. The subject property and the surrounding area are currently served by Fire Station 64, located at 10811 South Main Street (approximately 3 miles south of the property). There are also two Los Angeles County Fire Department (LACoFD) within close proximity to the Project site. Fire Station 95, located at 137 West Redondo Beach Boulevard, and Fire Station 158, located at 1650 W 162nd Street, are approximately 0.7 miles east and 1.13 miles southwest, respectively. The Project would result in a net increase of approximately 340,298 square feet (including a 25,000 square foot mezzanine) of warehouse/manufacturing/high-cube warehouse/distribution center use, which may increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given the location of existing fire stations, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the Project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. Also, in the event of an emergency at the Project site that required more resources than the closest station, LAFD, if needed, would request assistance from other nearby fire departments pursuant to mutual aid agreements. The Project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other

performance objectives for fire protection. Impacts would be less than significant, and this topic will not be further analyzed in the EIR.

b. Police protection?

Less Than Significant Impact. The Project would result in a net increase of 340,298 square feet of warehouse/manufacturing/high-cube warehouse/distribution center uses which may increase the demand for police services. The Project and surrounding areas are currently served by the Los Angeles Police Department's Southeast Community Police Station, located at 145 West 108th Street (approximately 3 miles south of the property). To maintain the level of police protection and emergency services, the LAPD may require additional police personnel and equipment. However, given the location of existing police stations, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the Project and maintain acceptable service ratios, response times, or other performance objectives for police protection. The Project would not create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, impacts would be less than significant, and this topic will not be further assessed in the EIR.

c. Schools?

No Impact. As discussed in Section XIV. Population and Housing, the Project would not result direct or substantial indirect population growth. Therefore, the Project would not generate additional students, which could generate a demand for school facilities that would exceed the capacity of the school district. No impact would occur, and this topic will not be further assessed in the EIR.

d. Parks?

No Impact. The Project is a speculative industrial center and does not include the construction or alteration to the existing environment or use which would exceed the capacity or capability of the local park system. No impact would occur in regard to the local park system's ability to serve the Project area, and this topic will not be further assessed in the EIR.

e. Other public facilities?

No Impact. The Project does not include any construction or alteration to the existing environment or use which would generate a demand for other public facilities which exceed the capacity available to serve the Project site. No impact would occur regarding demand on public facilities, including libraries. This topic will not be further assessed in the EIR.

XVI. RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. The Project does not include any construction or alteration to the existing environment or use which would exceed the capacity or capability of the local park system to serve the Project. No impact would occur, and this topic will not be further addressed in the EIR.

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

No Impact. The Project is a speculative industrial center with no necessity for the construction or expansion of recreational facilities. No impact would occur, and this topic will not be further addressed in the EIR.

XVII. TRANSPORTATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|-------------------------------------|
| b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Potentially Significant Impact. Implementation of the Project would result in construction and operation of a 340,298-square-foot (including a 25,000 square foot mezzanine) speculative industrial center within a one-story, 53-foot tall building. The Project has the potential to result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies. A transportation impact analysis (TIA) will be prepared to address the Project's consistency with circulation-related programs, plans, and policies. This issue will be evaluated further in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. As discussed above, the Project has the potential to increase vehicle trips and resulting vehicle miles travelled (VMT). A TIA will be prepared to provide an analysis of regional transportation performance measures, including total vehicle trips, VMT, and VMT per employee pursuant to the City's standards. This issue will be evaluated further in the EIR and mitigation measures will be identified as necessary.

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

Less Than Significant Impact. The Project's truck traffic would be diverted away from automobile traffic via two separate access driveways off of Vermont Avenue and Orchard Avenue. In addition, the Project does not propose substantial changes to the street network surrounding and supporting the Project site—such as the redesign or closure of major streets—nor would it increase hazards or impact emergency access due to design features. Instead, the existing surrounding roadway circulation system would be maintained, and no substantial changes or significant congestion would occur that would affect the ability of emergency vehicles to continue to serve all areas of the Project site.

The City has also adopted roadway design standards (e.g., design speed, lane dimensions, turning radius, setbacks, and sight distance) that preclude the construction of any unsafe design features. All future roadway system improvements associated with the Project, including the

proposed driveways on Vermont and Orchard Avenues, would be designed in accordance with the established roadway design standards. Additionally, standard City protocol requires all engineered street plans to be reviewed and approved by the City’s Department of Transportation prior to any construction occurring, thereby further preventing the construction of any unsafe design features and ensuring that emergency access is provided. Furthermore, where applicable, circulation and design features associated with the Project would be required to meet LAFD’s design and development standards, as applicable, and would be subject to review by LAFD. Adherence to the design and development standards would ensure that safe and efficient movement of vehicles and pedestrians is provided.

Finally, the Project does not propose to introduce new incompatible uses (e.g., farm equipment) into the City’s circulation system. Based on the preceding, development of the Project would not result in a substantial increase in hazards due to a geometric design feature or incompatible use. No significant impacts are anticipated, and this topic will not be further analyzed in the EIR.

d. Result in inadequate emergency access?

No Impact. The subject property is located approximately 0.13 miles west of Interstate 110 (Harbor Freeway), the nearest designated Disaster Route. The Project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of LAFD. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur. This topic will not be further analyzed in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|--------------------------|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

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

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

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: 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)?

Potentially Significant Impact. As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the Native American Heritage Commission 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 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. A notification to Native American tribes will be sent at the time of publication of the Notice of Preparation.

In addition to notification of and potential consultation with Native American tribes that have requested to be notified of projects in the City, a tribal cultural resources assessment will be prepared for the Project. Additionally, a Sacred Lands search request will be obtained from the Native American Heritage Commission (NAHC) as part of the tribal consultation process.

The Project site is not listed or eligible for listing in the California Register of Historical Resources (CRHR) or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). However, given the required and ongoing notification and consultation process, this topic will be further addressed in the EIR.

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact. This topic will be discussed in the EIR, as explained above in Section XVIII. Tribal Cultural Resources, (a).

XIX. UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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. Although the Project site is currently vacant, the site was previously developed with four buildings totaling 505,291 square feet, including a church (3,858 square feet), a building at 15134 Vermont Avenue (157,237 square feet), and two two-story buildings at 747 W. Redondo Beach Boulevard (192,792 and 151,404 square feet). The previous development had adequate infrastructure to provide water, wastewater, stormwater, and dry utility services to the site.

There are numerous existing water connections along Redondo Beach Boulevard that are adequate to serve the Project. Based on a water usage rate of 120 percent of the sewage generated¹⁸ (see below), the Project would generate the need for approximately 32,669 gallons per day (gpd) of water. For comparison purposes, the previous 501,433 square feet of industrial facilities would have generated approximately 48,138 gpd of wastewater. Refer to also to Section XIX. Utilities and Service Systems, (b).

The Project sewer can be served from the existing 15-inch sewer main in east half of Vermont Avenue. This sewer main does not accept any tributary flow north of the site, due to the northern portion of this pipe have been abandoned and re-routed to connect to the existing 27-inch sewer main in the west half of Vermont Avenue. This existing 15-inch sewer main connects directly to the Gardena Pump Relief Trunk Sewer located at the intersection of Redondo Beach Boulevard and Vermont Avenue. The 15-inch sewer main has adequate capacity to serve the proposed Project. In addition, the site has existing 6-inch sewer lines within the Project site that connect to the existing 12-inch sewer main in Redondo Beach Boulevard. This 12-inch sewer main requires flow rate monitoring to determine the actual flow rate in the system to prove it is adequate to serve the Project.

Based on a wastewater generation rate of 80 gpd per 1,000 gross square feet,¹⁹ the Project would generate approximately 27,224 gpd of wastewater. For comparison purposes, the previous 501,433 square feet of industrial facilities would have generated approximately 40,115 gpd of wastewater. Wastewater from the Project would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the Project would be typical of warehouse uses. The Project would account for a small percentage of average daily wastewater flow compared to the total average daily flow experienced by the HTP, which averages approximately 275 million gallons per day

¹⁸ City of Los Angeles, L.A. CEQA Thresholds Guide. 2006.
<https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>

¹⁹ Ibid.

(mgd) with a peak capacity of 800 mgd, according to the City of Los Angeles Sanitation & Environment²⁰.

The City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 127,176 and No. 173,493) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water would not exceed available capacity of existing or planned drainage systems and would not require the expansion of or construction of any offsite facilities as part of the Project. Refer to Section X. Hydrology and Water Quality, (a)(iii).

Telecommunication and electric services would be provided by local service providers in the Project area. As electricity and telecommunications infrastructure already exists in the surrounding area, services would be connected to existing systems and would therefore not require the construction of new or expanded facilities. Furthermore, the Project would upgrade existing electric power systems to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and CALGreen standards (Title 24, Part 11) and would provide rooftop solar or other renewable energy system to offset the office electrical consumption. Therefore, the Project would not require the relocation or construction of new or expanded electric power facilities.

The Project site is surrounded by neighborhood residential, commercial, light industrial and institutional uses and is served by natural gas facilities under SoCalGas (SCG). The Project does not intend to provide natural gas service to the proposed building at this time.

Therefore, impacts related to the construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant, and this topic will not be further addressed in the EIR.

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. The Los Angeles Department of Water and Power conducts water planning based on forecast population growth. The Project would not result in population growth, is consistent with the General Plan designation, and is a less intense use than the previous development. The addition of approximately 340,298 square feet of warehouse/manufacturing/high-cube warehouse/distribution center use as a result of the Project would be consistent with Citywide growth and buildout projections assumed in the 2015 Urban Water Management Plan (UWMP). Therefore, the Project demand for water is not anticipated to

²⁰ City of Los Angeles Department of Public Works, Bureau of Sanitation, "One Water LA Wastewater System Fact Sheet": <https://www.lacitysan.org/cs/groups/public/documents/document/mhfh/mdax/~edisp/qa001435.pdf>, accessed January 25, 2017.

require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the UWMP. Thus, it is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. Additionally, the Project would be required to implement a water conservation strategy and demonstrate a minimum 20 percent reduction in indoor water usage when compared to baseline water demand (total expected water demand without implementation of the water conservation strategy). Therefore, impacts related to the availability of adequate water supplies to serve the Project from existing entitlements and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant. This topic will not be further addressed in the EIR.

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

Less Than Significant Impact. Refer to Section XVII, Utilities and Service Systems, (a). Wastewater from the Project would be treated by the HTP which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles-Glendale Water Reclamation Plant. The wastewater generated by the Project would be typical of an industrial use.

The Hyperion Treatment System is in compliance with the State’s wastewater treatment requirements. The generation of wastewater from the Project would be minimal compared to the average daily flow of HTP and would not exceed the wastewater treatment requirements of the LARWQCB. Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the Project would account for a small percentage of average daily wastewater flow (275 mgd). This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, impacts to wastewater treatment capacity 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. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project site. Solid waste generated during the operation of the Project is anticipated to be collected by the BOS or private waste haulers and is anticipated to be hauled to Sunshine Canyon Landfill. Sunshine Canyon Landfill is permitted to receive 12,100 tons of solid waste per day and accepts approximately 8,300 tons of waste daily²¹. The Project is estimated to generate approximately 1.42 pounds per 100 square feet per day²², resulting in 4,832.2 pounds per day or 2.4 tons per day. The Project’s increase in solid waste is well within the landfills

²¹ California Department of Resources Recycling and Recovery (Cal Recycle). 2019, September 9 (Accessed). SWIS Facility Detail. <https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-2000>

²² Cal Recycle 2017. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>.

remaining permitted capacity and is not anticipated to exceed the existing capacity. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the Sunshine Canyon Landfill. In addition, the City of Los Angeles's Solid Waste Integrated Resources Plan provide a series of policies, programs, and facilities required to reach the City's goals of 75 percent diversion by 2013 and 90 percent diversion by 2025 in the City of Los Angeles. Since the Project would not result in a significant increase in solid waste generation, it would not result in the impairment of attaining solid waste reduction goals. Therefore, the solid waste impacts resulting from implementation of the Project would be less than significant.

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

Less Than Significant Impact. As under current conditions, solid waste generated on site would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste. In addition, the Project 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. Specifically, the Act requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000 and 70 percent by the year 2020. Therefore, impacts would be less than significant.

XX. WILDFIRE

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Local responsibility areas (LRA) include incorporated cities, cultivated 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 2019a). LAFD provides fire protection and emergency medical services to the County. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRAs. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA.

The Project site is not in or near an SRA or LRA or lands classified as FHSZ. The nearest FHSZ is approximately 7.5 miles to the south at Palos Verdes Estates.

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

No Impact. As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. Therefore, no impact would occur and this impact will not be assessed in the EIR.

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

No Impact. As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. Therefore, no impact would occur and this impact will not be assessed in the EIR.

Wildfire Hazards

Wildfires are unplanned ignitions of wildland fires and escaped prescribed fires (National Park Service 2019). Fire hazard severity zones in wildlands are determined based on the probability of burning; estimated flame sizes expected based on fuels, slope, and expected fire weather; and the amount of firebrands (embers) expected to land on the area. Given that the Project site is not in or near lands classified as high fire hazard severity zones, probability of burning remains low.

The wildfire environment consists of three components: fuel, topography, and weather (LA County Chief Executive Office 2014). There is no wildland vegetation in, adjacent to or in proximity of the Project site. Landforms such as slopes and canyons speed wildfire spread (LACCEO 2014); there are no such landforms in the Project site.

Wildfire Risks

Wildfire risk is the damage a fire can do to values at risk in the area—such as people, structures, and natural resources such as habitat or timber—under existing and future conditions (CAL FIRE 2007). As stated above, the Project site is not in a high fire hazard severity zone and would therefore not expose people, structures and natural resources to wildfire risks.

Development of the Project not add wildland vegetation to the site. Development would also not change site topography (such as adding large slopes) so as to exacerbate wildfire spread. Development would also not result in a change to the weather of the Project site or surrounding area.

Therefore, development would not exacerbate wildfire hazards in the Project site. While development would add people (employees) and a structure that could be at risk from a wildfire, development would not exacerbate wildfire risks onsite. Thus, implementation of the Project would not expose occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. No impact would occur and this impact will not be assessed in the EIR.

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

No Impact. As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. While development would involve installation and maintenance of infrastructure including roads and power lines, such infrastructure would not exacerbate wildfire risks; see the analysis of impacts to wildfire risks above in Section XX. Wildfire, (b). Therefore, no impact would occur and this impact will not be assessed in the EIR.

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

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

exacerbate wildfire hazards onsite, as substantiated above in Section XX. Wildfire, (b). Therefore, development would not expose people or structures downslope or downstream from the Project site to substantial risks resulting from wildfires, such as flooding or landslides. No impact would occur and this impact will not be assessed in the EIR.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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?

Potentially Significant Impact. The Project does not have the potential to degrade the quality of the environment, reduce the habitat of a plant or wildlife species, cause a plant or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, see Section IV, Biological Resources. The Project may have the potential to eliminate important examples of California history or prehistory during grading activities due to the potential for unanticipated

cultural resources, see Section V, Cultural Resources. The EIR will analyze these topics in greater detail to determine whether the Project would generate any significant impacts.

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)?

Potentially Significant Impact. The Project would involve the construction and development of a 340,298 square foot (including a 25,000 square foot mezzanine) speculative industrial center within a one-story, 53-foot tall building. As detailed in this Initial Study, nine environmental topical areas may have potentially significant environmental impacts related to the Project. Project impacts have the potential to combine with the effects of other projects to create cumulatively considerable impacts. Potential cumulative impacts may occur with respect to air quality, energy, greenhouse gas emissions, noise, and transportation; however, the potential for cumulative impacts will be addressed for all nine environmental topic areas. Further analysis is needed in the EIR to evaluate the Project’s cumulative impacts in association with other current and reasonably foreseeable future projects.

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

Potentially Significant Impact. Development of the Project could create direct and indirect adverse effects on humans. The Project has the potential to affect humans through impacts related to air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. The significance of these potential impacts will be analyzed in the EIR.

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