

# THE PLANNING CENTER

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**INITIAL STUDY  
FOR:**

**911 BIXBY DRIVE**

**BUILDING**

**DEMOLITION**



*prepared for:*

**CITY OF INDUSTRY**

Contact:

Michael Kissell, Planning  
Director

*prepared by:*

**THE PLANNING  
CENTER**

Contact:

Dwayne S. Mears, AICP  
Principal

**JANUARY 31, 2006**

8739

**INITIAL STUDY  
FOR:**

**911 BIXBY DRIVE**

**BUILDING**

**DEMOLITION**



*prepared for:*

**CITY OF INDUSTRY**

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**IND-03.72**

**JANUARY 31, 2006**

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# 1. *Introduction*

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Industry Urban-Development Agency is seeking Demolition Plan approval for the demolition of an existing industrial building in the City of Industry. The proposed demolition plan, if approved, would permit the demolition of one industrial building, totaling 250,695 square feet on an 11.43-acre site. The project is located on the southwest corner of Bixby Drive and Chestnut Street.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent demolition could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

## **1.1 PROJECT LOCATION**

The project site is located in the southeast portion of Los Angeles County within the City of Industry, as shown in Figure 1, Regional Location. Figure 2, Local Vicinity, shows the site is situated at the corner of Bixby Drive and Chestnut Street. Access to the site from the Pomona Freeway (SR-60) is provided via the Azusa Avenue exit ramp and west on Gale Avenue then north on Bixby Drive to the project site. The project site is located south of the San Bernardino Freeway (SR-10), east of the San Gabriel River Freeway (I-605) and north of the Pomona Freeway (SR-60).

## **1.2 ENVIRONMENTAL SETTING**

### **1.2.1 Existing Land Use**

The 11.43-acre parcel is currently zoned "M" for industrial use. The site contains one existing 250,695 square foot building located along the west side of Bixby Drive. This building is currently being used as an electronic waste management facility. The facility handles the transport, inspection, sorting and recycling of electronic waste on site. The proposed plans are to demolish the entire 250,695 square foot building. The current condition of the site is shown in Figure 3, *Site Photographs*. Vegetation on site consists primarily of shrubs, trees and grass, which line the parameter of the site. No animal life is apparent on this site. The site contains no scenic or historical uses.

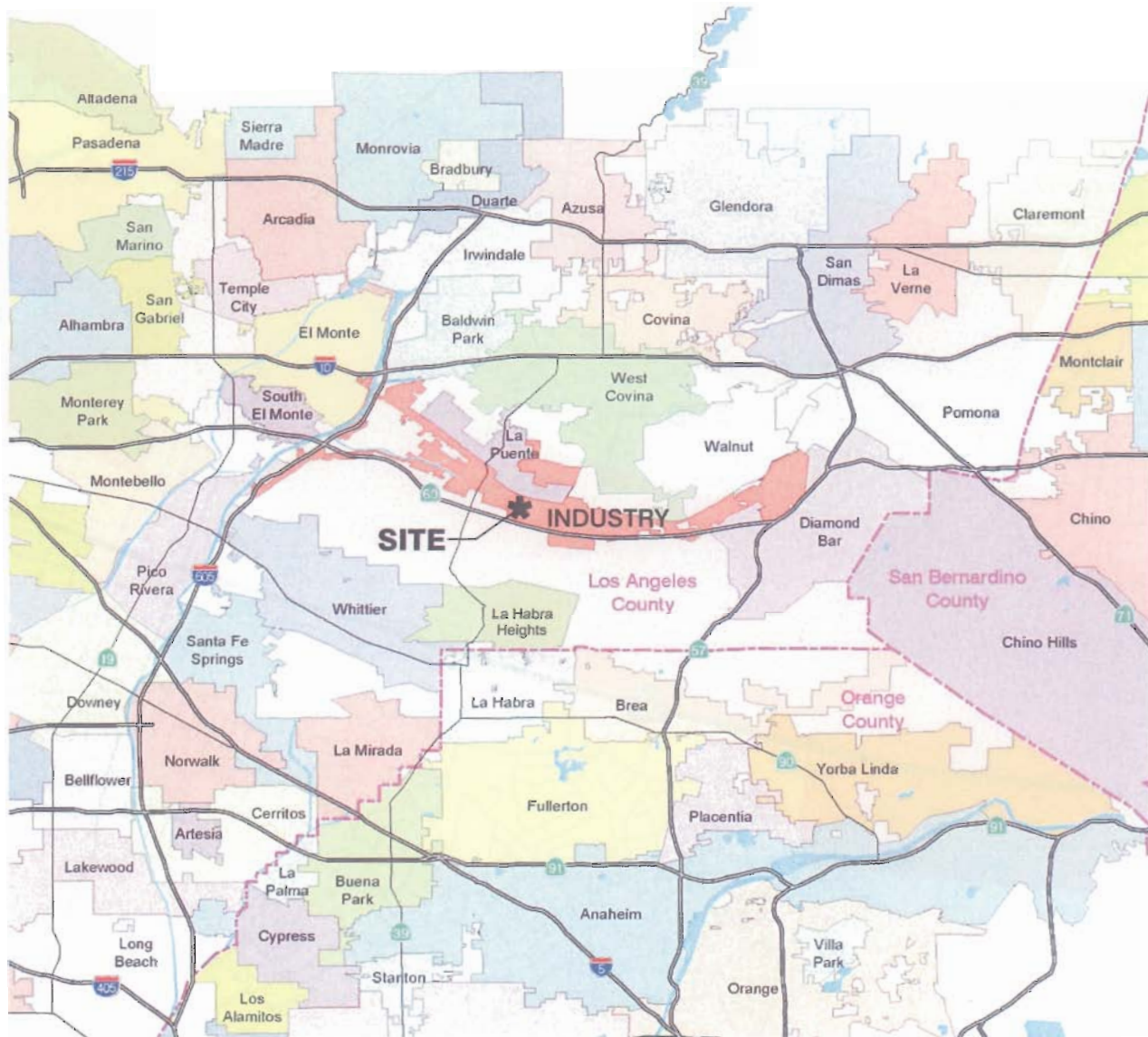


### **1.2.2 Surrounding Land Use**

The project area is characterized by industrial uses. Suburban residential uses are located south of the project site. (See Figure 4, *Aerial Photograph*.) Major features in the project's vicinity include San Jose Creek and the Union Pacific rail yard to the north and an electrical substation to the southwest. The nearest residential dwellings are located approximately 1,500 feet to the south of the project site in unincorporated Los Angeles County. SR-60 runs along the entire southerly edge of the City borders. There are no cultural or sensitive visual resources in the immediate vicinity of the project site.

# 1. Introduction

## Regional Location



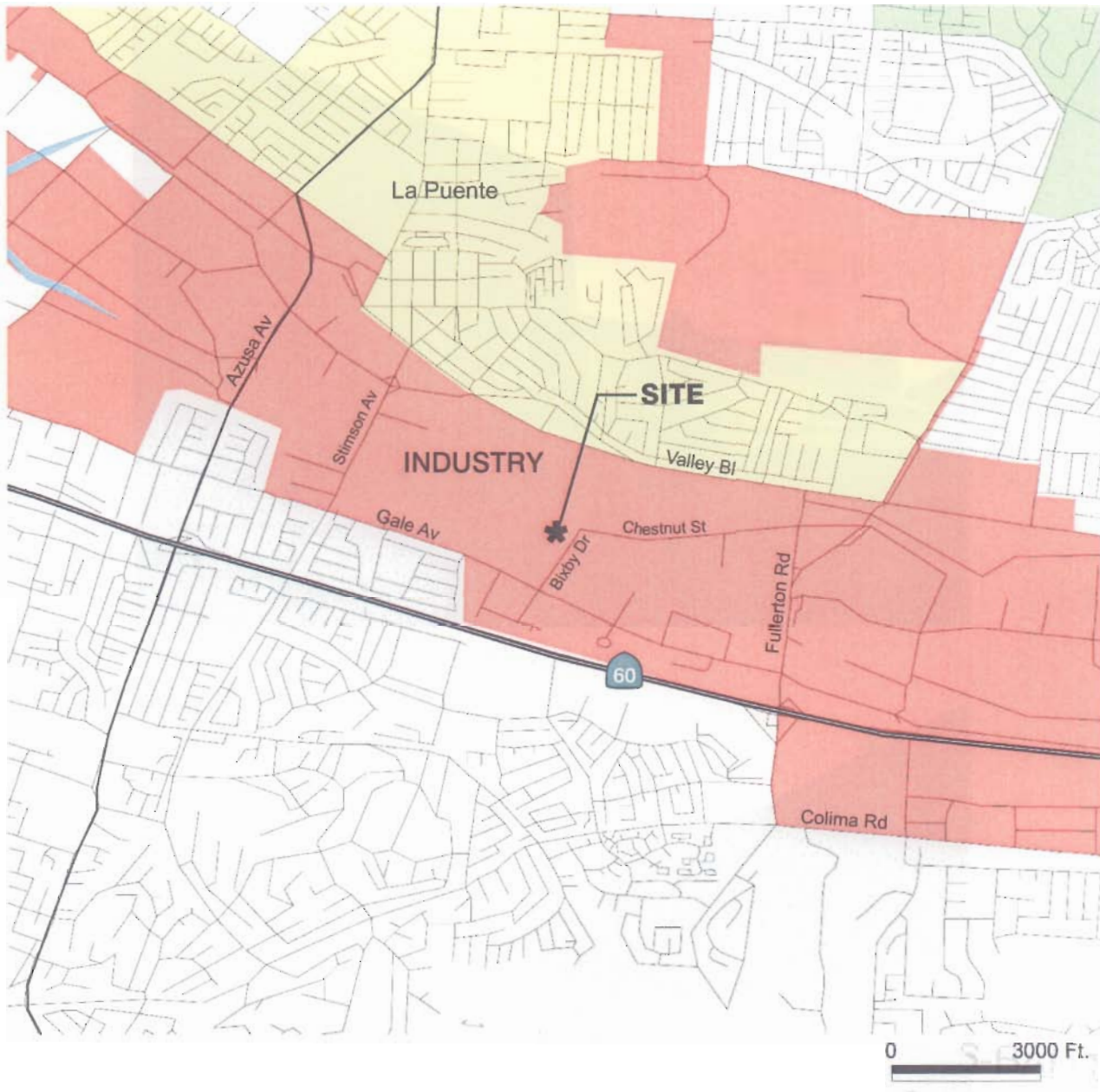
3-BA





# 1. Introduction

## Local Vicinity



NOT TO SCALE



## 1. Introduction

### Site Photographs





# 1. Introduction

## Aerial Photograph



3-BA



# *1. Introduction*

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## **1.3 PROJECT DESCRIPTION**

### **1.3.1 Environmental Information Form**

One copy of the Application for the Demolition Plan Approval and the Environmental Information Form for the proposed project is included in Appendix A of this Initial Study.

### **1.3.2 Proposed Land Use**

The project proposes the removal of the existing 250,695 square foot building located at the southwest corner of Bixby Street and Chestnut Drive in the City of Industry. (See Figure 5, *Site Plan of Existing Improvements*). The plans include the demolition of the structure and the removal of all pavement and vegetation on site.

### **1.3.3 Project Phasing**

It is anticipated that the proposed project would be completed in a single phase upon final approval of required permits

## **1.4 EXISTING ZONING AND GENERAL PLAN**

The City of Industry General Plan currently designates the property as Industrial. The current zoning designation is M- Industrial. The proposed project is consistent with the General Plan and zoning designations.

## **1.5 CITY ACTION REQUESTED**

The project applicant is requesting approval of a plan to allow for the demolition of one structure totaling 250,695 square feet and removing other improvements on an 11.43-acre located on the southwest corner of Bixby Drive and Chestnut Street.



## Site Plan of Existing Improvements



## 2. *Environmental Checklist*

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### 2.1 **BACKGROUND**

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1. **Project Title:** 911 Bixby Drive Building Demolition

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

City of Industry  
15651 East Stafford Street  
City of Industry, CA 91744

**Contact Person and Phone Number:**

Mr. Michael Kissell, Planning Director  
(626) 333-2211

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3. **Project Location:**

911 Bixby Street  
City of Industry, CA 91746

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

Industry Urban-Development Agency  
15625 E. Stafford #200  
City of Industry, Ca 91744

**Contact Person and Phone Number:**

Mr. Kevin Radecki  
(626) 333-1480

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5. **General Plan Designation:** Industrial

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6. **Zoning:** "M"-Industrial

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7. **Description of Project** (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The applicant proposes the demolition of one 250,695 square foot building on an occupied site. Plans also include the removal of all pavements and vegetation. The site is located on an 11.43-acre parcel in the City of Industry. The facility is currently staffed with approximately 90 full-time employees.

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8. **Surrounding Land Uses and Setting** (Briefly describe the project's surroundings):

The project area is characterized by industrial uses. Suburban residential uses are located south of the project site. Major features in the project's vicinity include San Jose Creek and the Union Pacific rail yard to the north and an electrical substation to the southwest. The nearest residential dwellings are located 1,500 feet to the south of the project area in unincorporated Los Angeles County. SR-60 runs along the entire southerly edge of the City borders. There are no cultural or sensitive visual resources in the immediate vicinity of the project site.



## 2. *Environmental Checklist*

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

Los Angeles County Building Safety  
Los Angeles County Fire Department  
Los Angeles County Department of Public Works

## 2. *Environmental Checklist*

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### 2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology / Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |   |

### 2.3 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and demolition as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist. 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.





## 2. Environmental Checklist

- c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
- the significance criteria or threshold, if any used to evaluate each question; and
  - the mitigation measure identified, if any, to reduce the impact to less than significant.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>I. AESTHETICS. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
<b>II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X



## 2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
<b>VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

## 2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
<b>VIII. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
k) Potentially impact stormwater runoff from demolition activities?			X	
l) Potentially impact stormwater runoff from post-demolition activities?			X	



## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?			X	
<b>IX. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community? (Ref. 1)				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Ref. 1, 3, 4, 5)				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Ref. 1)				X
<b>X. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
<b>XI. NOISE. Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
<b>XII. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the demolition of replacement housing elsewhere?				X

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the demolition of replacement housing elsewhere?				X
<b>XIII. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the demolition of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
<b>XIV. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the demolition or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
<b>XV. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the demolition of new water or waste water treatment facilities or expansion of existing facilities, the demolition of which could cause significant environmental effects?				X





## 2. Environmental Checklist

<i>Issues</i>		<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c)	Require or result in the demolition of new storm water drainage facilities or expansion of existing facilities, the demolition of which could cause significant environmental effects?				X
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e)	Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				X
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

## 2. *Environmental Checklist*

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### 2.4 REFERENCES

<u>No.</u>	<u>Reference</u>
------------	------------------

- |    |   |
|----|---|
| 1) | City of Industry, The General Plan, May 1971.   |
| 2) | City of Industry, Noise Element of the General Plan, September 12, 1974.  |
| 3) | City of Industry, Housing Element of the City of Industry General Plan, October, 1999.  |
| 4) | City of Industry, Zoning Code, January, 1988.   |
| 5) | City of Industry, Zoning Map.   |
| 6) | Chen, Fan Chen. Executive Secretary. ARC International Corporation, City of Industry, California. December 15, 2005-interview.  |
| 7) | Department of Toxic Substances Control. 2003. Site Cleanup. Last Revised: 2003. Available: <a href="http://www.dtsc.ca.gov/sitecleanup/index.cfm">http://www.dtsc.ca.gov/sitecleanup/index.cfm</a> . Accessed: December 16, 2005. |
| 8) | Masl, Dale. Project Engineer. CNC Engineers, City of Industry, California. December 17, 2005-telephone conversation.  |
| 9) | Seismic Hazards Mapping Act. 1991. California Public Resources Code, Division 2, Chapter 7.8.   |



### 3. *Environmental Analysis*

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Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist, and identifies mitigation measures, if applicable.

#### **3.1 AESTHETICS**

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

**No Impact.** The project site is zoned for industrial uses and its immediate vicinity is zoned and developed with industrial uses. There are no scenic vistas or highways located within the project area. No impacts would occur as a result of the proposed project. 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.** Since the proposed project is not located near a scenic highway, damage to any scenic resources would not occur. No impacts would occur as a result of the proposed project. No mitigation measures are necessary.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**No Impact.** The proposed project would involve the demolition of a concrete tilt-up building. The removal of the existing structure would not substantially degrade the existing character of the site. The project site is surrounded by other industrial uses. No impacts would occur as a result of the proposed project. 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?**

**No Impact.** The project involves the removal of a 250,695 square foot electronic waste management facility. The site is currently lined with a parking lot and security lighting. As part of the project, all lighting structures would be removed, therefore eliminating any light sources from the site. All demolition activity would take place during daylight hours and lighting would not be needed during the demolition process. The implementation of the project would have no adverse lighting affects. In fact, the project would decrease the amount of light and glare from the site. No mitigation measures are necessary.

#### **3.2 AGRICULTURE RESOURCES**

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

**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 has no agricultural resources and is not zoned for agricultural use. There are no agricultural uses in the immediate vicinity. No mitigation measures are necessary.



### 3. *Environmental Analysis*

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

**No Impact.** The project area is zoned M – Industrial. As a result, implementation of the project would not conflict with zoning designations and no conflict with agricultural zoning would occur. No mitigation measures are necessary.

**c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**No Impact.** The project would not require any changes to the existing environment that could result in the conversion of farmland to non-agricultural uses. No impacts would occur as a result of the proposed project. No mitigation measures are necessary.

#### **3.3 AIR QUALITY**

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

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

**No Impact.** A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the Air Quality Management Plan (AQMP). It fulfills the CEQA goal of informing decision-makers of the environmental efforts of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals contained in the AQMP. Only new or amended General Plan elements, Specific Plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local General Plans. Projects that are consistent with the local General Plan are considered consistent with the air quality-related Regional Plan.

The proposed project is the demolition of an existing structure and would not generate operational trips. Furthermore, as discussed below in 3.3 b), the project would not exceed short-term pollutant emissions thresholds established by the South Coast Air Quality Management District (SCAQMD). As such, no impact would occur and no mitigation measures are necessary.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact.** The project would result in the demolition of a 250,695 square-foot structure and removal of 185,000 square-feet of pavement. Emissions associated with the project would occur over the short-term only and demolition activities are estimated to occur over a three month period (45 work days). The project would result in 11,365 cubic yards of demolition debris to be hauled offsite. Transport of this waste would entail 1,083 total truck trips (approximately 24 truck trips per day) for disposal to recycling, material recovery, or landfill facilities. No long-term operational emissions would be generated with the proposed project.

Demolition activities would result in the generation of air pollutants. These emissions would primarily be (1) exhaust emissions from powered demolition equipment, (2) dust generated from demolitions activities, and (3) motor vehicle emissions associated with vehicle trips. Demolition is estimated to begin in 2006 and estimated duration is three months. Demolition emissions were estimated using the SCAQMD's Urban Emissions (URBEMIS2002) and are included in Table 1 and the model run is included in Appendix B.

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**Table 1**  
**Daily Construction Emissions**

Source	Pollutants (lb/day)				
	CO	NO <sub>x</sub>	ROG	SO <sub>2</sub>	PM <sub>10</sub>
Demolition	71	79	9	<1	18
SCAQMD Threshold	550	100	75	150	150
Exceeds Threshold	NO	NO	NO	NO	NO

As shown in the table above, construction demolition emissions would not exceed the SCAQMD construction emission thresholds for any of the analyzed air pollutant emissions. Impacts from demolition activities to air quality are less than significant and no mitigation measures are required.

- c) **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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less Than Significant Impact.** In accordance with SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values does not add significantly to a cumulative impact. The South Coast Air Basin (SoCAB) is designated as a non-attainment area for ozone, particulates (PM<sub>10</sub> and PM<sub>2.5</sub>) and for carbon monoxide under the federal standard. As discussed in 3.3 b) above, with the application of mitigation measures, the project would not exceed SCAQMD construction emission thresholds. As such, the project would not cumulatively contribute to the region's non-attainment designations for particulates, ozone or carbon monoxide. No mitigation measures are required.



- d) **Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** An impact is also potentially significant if emission levels exceed the State or Federal Ambient Air Quality Standards thereby exposing receptors to substantial pollutant concentrations. Demolition emissions would occur over the short-term and no long-term emissions would arise as the project would not result in any long-term operational land use that would generate emissions. The nearest sensitive receptors are located over 1,000 feet south of the project site and air pollutants generated by the project would disperse substantially due to this distance. Therefore, demolition activities would not significantly expose any sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

- e) **Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Project demolition would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement. With regards to nuisance odors, any air quality impacts would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the project site, they are typically diluted to well below any level of air quality concern. An occasional "whiff" of diesel exhaust from passing equipment and trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse, but not significant, air quality impact. No mitigation measures are required.

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#### 3.4 **BIOLOGICAL RESOURCES**

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

**No Impact.** The project site has been previously graded and developed for industrial use. No significant biological habitat exists on the site and no candidate, sensitive or special species are known to exist on the project site or within the project area. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** The project would not impact any riparian habitat or other sensitive natural communities identified in local or regional plans regulated by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. The San Jose Creek abuts the site on the north, but the project's implementation would not disturb the channel and stormwater would not be discharged to the channel. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The project site is located in a developed industrial area and would not interfere with any federally protected wetlands located on or near the project site. No significant impacts to wetlands, either directly or indirectly, would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** The project property is located in a developed industrial area that would not interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. There are no native resident or migratory fish or wildlife species known to be located on the site. The site is not within a migratory wildlife corridor. No mitigation measures are necessary.

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

**No Impact.** The project area does not contain any biological resources that are subject to any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, in effect at the project site. No significant impacts would occur on any biological resources due to the demolition of the project. No mitigation measures are necessary.

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

**No Impact.** The project site is zoned for Industrial use and there are no Habitat Conservation Plans, Natural Community Plans, or other approved local, regional, or state habitat conservation plans in effect that include



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the project site. No significant impacts would occur on any local, regional, or state habitat conservation plans as a result of the proposed project. No mitigation measures are necessary.

#### **3.5 CULTURAL RESOURCES**

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant," if it meets one of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. Embodies the distinctive characteristics of a type, period, region or method of demolition, or represents the work of an important creative individual, or possesses high artistic values; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history (§15064.5)

**No Impact.** There are no historical resources identified on or near the project site. No impacts to historical resources would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** No archaeological resources have been identified on or near the project site, and it is unlikely that any would be uncovered during demolition of the building. No significant impacts to archaeological resources would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** No paleontological resources have been identified on or near the project site, and it is unlikely that any would be uncovered during demolition of the building. No significant impacts to archaeological resources would occur as a result of the proposed project. No mitigation measures are necessary.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** No human remains are known to exist on or near the project site and are not expected to be uncovered as a result of the proposed project. No mitigation measures are necessary.

#### **3.6 GEOLOGY AND SOILS**

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.



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**No Impact.** Fault rupture impacts occur when a structure sits on top of an active fault that displaces in two separate directions during an earthquake. The project site is not located within an Alquist-Priolo Zone, nor is it sitting on any known active fault. Two potentially active faults are located near the project site; the Whittier Heights Fault and the Walnut Creek fault. The project would remove the existing building and, as such, would not be impacted by fault rupture. No mitigation measures are necessary.

#### ii) Strong seismic ground shaking?

**No Impact.** Similar to the rest of Southern California, the site would be subject to ground shaking and potential damage during a seismic event. The impacts associated with ground shaking would not be substantially greater than at other sites in seismically active Southern California. The project involves the removal of one large 250,695 square foot structure. Once the project has been implemented and the building has been removed, seismic activity would have no impact on the vacant site. Therefore, no seismic related ground shaking impacts would be anticipated. No mitigation measures are necessary.

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

**No Impact.** Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking. Similar to much of the available land in the City of Industry, the proposed project site is located in an area of consolidated and unconsolidated sediments consisting of silts, sands, and gravel. The depth of these sediments at the project site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending upon groundwater depth, liquefaction during high intensity ground shaking.

The updated map that covers the project area indicates that the project site is located in a liquefaction zone, which is defined as follows: Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicates a potential for permanent ground displacements. The City of Industry is required by the Seismic Hazards Mapping Act to ensure that a geotechnical report defining and delineating any seismic hazard is prepared prior to demolition approval for a project within the City. However, if the City finds that no undue hazard exists, based on previous studies conducted in the immediate vicinity of the project site, the geotechnical report may be waived (Seismic Hazards, § 2697).

For the proposed project, no impacts are anticipated to occur due to implementation and no mitigation measures will be needed.

#### iv) Landslides?

**No Impact.** The California Department of Conservation is mandated by the Seismic Hazards Act of 1990 to identify and map the state's most prominent earthquake hazards, including hazard areas that are at risk for earthquake-induced landslides. Seismic hazard maps have been updated for areas in Southern California, including the City of Industry. If the project site were located in one of the landslide hazard areas, the City of Industry is required to prepare a geotechnical report defining and delineating landslide hazards in the project area. The proposed project site is not identified as a landslide hazard area. No mitigation measures are necessary.

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

**No Impact.** The project site is flat and as a result would not be subject to substantial erosion. No mitigation measures are necessary

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

**No Impact.** The project site is flat and as a result, no substantial soil instability would occur as a result of the proposed project. 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 risks to life or property?**

**No Impact.** The project involves the removal of the existing 250,695 square foot facility. Therefore, no significant impacts from expansive soils would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** Implementation of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. No significant impacts to the current wastewater disposal system would occur as a result of the proposed project. No mitigation measures are necessary.



#### **3.7 HAZARDS AND HAZARDOUS MATERIALS**

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

**Less Than Significant Impact.** The existing 250,695 square foot facility is authorized by the Department of Toxic Substances Control (DTSC) to handle and recycle waste electronic devices and is an approved handler of electronic waste under the Covered Electronic Waste Recovery and Recycling Payment System administered by the Integrated Waste Management Board. In addition, the facility uses discarded electronic components of electronic equipment diverted from landfills to remanufacture and refurbish computers for resale to the public. California has adopted regulations for handling and transporting certain widely generated, relatively low risk hazardous wastes. After these products reach the end of their useful lives or become obsolete, they are required to be managed hazardous wastes because they contain hazardous substances.

The project proposes the removal of the existing facility. All debris and materials would be handled and disposed of properly. All material would be taken to the Puente Hills Landfill, the Grand Central Recycling Yard or would be sorted and sold for reuse. The project would involve the removal of one existing building and because of existing regulation concerning the handling of hazardous materials, no significant impacts from the transport, use, or disposal of hazardous materials would occur as a result of the proposed project. No mitigation measures are necessary.

### 3. *Environmental Analysis*

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

**No Impact.** As mentioned in 3.7(a), all materials on the site would be removed in accordance with Department of Toxic Substances Control (DTSC) regulations regarding the management of hazardous waste treatment. Disposal sites are available to safely dispose of and/or recycle the material from the site. After removal, no hazardous materials would exist on or near the project site and no new sources of hazardous materials would be used upon implementation of the project. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** There are no existing or proposed schools located within the immediate vicinity of the project site and hazardous materials, waste, or emissions would not be emitted upon implementation of the project. The closest school facility is Glenelder Elementary School located approximately 0.43 mile west of the site. No significant impacts would occur as result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** The project area has not been identified as a hazardous materials site per Government code Section 65962.5. No significant impacts would occur as a result of the proposed project. No mitigation measures are 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 for people residing or working in the project area?**

**No Impact.** The project site is not located within an airport use plan and it is not located within two miles of a public airport. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** There are no private airstrips located within the vicinity of the project site. The closest public airports and heliports are at the El Monte Airport located on the north of the I-10. The City of Industry Sheriff's Heliport and the Haddick Heliport are both located on the north side of SR-60. All three ports are located within a safe distance of the proposed project site and would not impose any significant impacts. No mitigation measures would be necessary.

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

**No Impact.** The proposed project does not include changes to the circulation patterns in the project vicinity. During the demolition phase, a temporary interference with an emergency plan could potentially occur. Once the project is completed and the entire site has been demolished, the impacts would cease. Therefore, impacts to emergency response plans or emergency evacuation plans would not occur. No mitigation measures are necessary.

### 3. *Environmental Analysis*

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- h) **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** There are no wildlands adjacent to the existing facility. No significant risk of injury, loss, or death involving wildland fires would occur as a result of the proposed project. No mitigation measures are necessary.

#### **3.8 HYDROLOGY AND WATER QUALITY**

- a) **Violate any water quality standards or waste discharge requirements?**

**No Impact.** Implementation of the proposed project would not result in any changes to water quality or cause any waste discharge. No mitigation measures are necessary.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less Than Significant Impact.** The City of Industry is well supplied with various water sources, both for present needs and for future needs. The proposed project involves the demolition of one 250,695 square foot industrial building. Therefore, the overall water consumption anticipated from the proposed project would not significantly deplete existing groundwater supplies. Additionally, the proposed project site does not represent a significant source of groundwater recharge. No significant impacts to the local groundwater table level would occur as a result of the proposed project. No mitigation measures are necessary.



- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.**

**Less than Significant Impact.** The demolition project not only includes the removal of one large structure, but also includes the removal of all pavement and vegetation on site. Once the project is complete, the site would be entirely vacant and unpaved. During demolition, all appropriate measures would be taken to ensure the existing drainage pattern of the site would be unaltered. There would be a net loss of paved area, creating a larger area of pervious surface; however, the proposed project site would still meet the requirements for erosion and sediment control for the State Water Resource Control Board (SWRCB), and not result in substantial erosion or siltation on- or off-site. The proposed project would not involve an alteration of the course of a stream or river, or alter the existing drainage pattern of the site or area. No mitigation measures are required.

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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.** As mentioned above, the project involves the demolition of all structures and improvements located on the project site. The removal of pavement would decrease the amount of impervious surfaces, causing a reduction in the amount of surface run-off. No changes to the site's drainage pattern would occur upon implementation of the proposed project. The proposed project would not involve the alteration of the course of a stream or river. The project site does not directly drain to the adjacent San Jose Creek. No mitigation measures are necessary.

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

**No Impact.** The proposed project is not anticipated to produce a significant increase in the amount of new runoff containing urban pollutants. The project involves the removal of all structures located on site. This would cause a decrease in the amount of runoff. No mitigation measures are necessary.

- f) **Otherwise substantially degrade water quality?**

**No Impact.** Implementation of the proposed project would not directly or indirectly result in degrading of water quality. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The project site does not lie within the 100-year floodplain. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** Implementation of the proposed project would not impede or redirect flood flows that would travel through the project site. The site does not lie within a 100-year flood hazard area. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No Impact.** The site does not lie within a 100-year flood hazard area; therefore, the project site would not be impacted by flooding in the area. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

- j) **Inundation by seiche, tsunami, or mudflow?**

**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. Although there are no large water tanks in the area that could impact the proposed project site, there are dams in the region that could create flooding impacts. 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.

There are no significant water bodies identified within the project vicinity. Impacts from seiche, tsunami, and mudflow would not occur as a result of the project. No mitigation measures are necessary.

- k) **Potentially impact stormwater runoff from construction activities?**

**Less Than Significant Impact.** The proposed project consists of the demolition of a 250,695 square foot existing structure. The implementation of a Storm Water Pollution Prevention Plan as required by the NPDES permit would reduce the potential for pollutant discharges to the storm water system during the demolition, and reduce water quality impacts resulting from the project to a less than significant level. The proposed



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project site does not directly drain to the adjacent San Jose Creek, therefore causing no significant impact from runoff. No significant impacts are expected and no mitigation measures are necessary.

**l) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?**

**Less Than Significant Impact.** The proposed project involves the removal of one large structure, along with all the pavement and vegetation on the site. This would decrease the amount of runoff to the storm water system. Any discharge of storm water from the project drains to the existing storm water drainage system. The San Jose Creek would experience no significant impacts, being that project site does not drain to the Creek. In addition, with the implementation of the Storm Water Prevention Pollution Plan, potential for discharge of storm water to affect beneficial uses of the receiving waters would be reduced to less than significant. No mitigation measures are necessary

**m) Create significant increases in erosion of the project site or surrounding areas?**

**Less Than Significant Impact.** The proposed project site would be exposed to erosion after the demolition and pavement removal is completed. However, the site is flat and significant erosion is not anticipated. Erosion control measures would also be implemented. Therefore, significant impacts in erosion of the project site or surrounding areas are not anticipated. No mitigation measures are necessary.

#### 3.9 LAND USE AND PLANNING

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

**No Impact.** The nearest residential uses are approximately 1,500 feet to the south of the project site. The proposed project is located within an industrial area where both industrial areas exist and would not physically divide an established community. No mitigation measures are necessary.



**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The project site is currently designated Industrial by the City of Industry General Plan. The current zoning designation is M-Industrial. The proposed project involves the removal of the existing 250,695 square foot structure. The project would not conflict with any adopted environmental plans or policies. No impacts would occur as a result of the proposed project. No mitigation measures are necessary.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** No locally designated habitat conservation plans or natural community conservation plans have been implemented, or are planned for the project site. Therefore, no conflict with any plans would occur as a result of the proposed project. No mitigation measures are necessary

#### 3.10 MINERAL RESOURCES

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

**No Impact.** No mineral resources that would be of value to the region or the residents of the state have been identified on the project site or within the project vicinity. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** No mineral resource recovery sites on the project site, or within the site's vicinity, have been delineated in the City of Industry General Plan. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

#### **3.11 NOISE**

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**No Impact.** The proposed project is a demolition project to remove the existing structures and pavement onsite. No long-term noise sources would be generated with the proposed project. Impacts from construction demolition activities are discussed in 3.11 d) below. As such, no impact would occur.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** The proposed project would involve demolition of an existing 250,695 square-foot structure and 185,000 square-feet of pavement. Construction equipment utilized during project development would produce vibration from vehicle travel as well as demolition activities.

Vibration is typically sensed at nearby structures when objects within the structure generate noise from the vibration such as rattling windows or picture frames. Vibration is typically not perceptible in outdoor environments. The nearest vibration sensitive uses are residential structures located to the south of the project site, south of Gale Avenue. Table 2 shows the anticipated levels of vibration at these residences.

<b>Table 2</b>				
<b>Vibration Levels from Project Construction Activities at 1,000 Feet</b>				
<b>Equipment</b>	<b>Approximate Velocity Level at 25 Feet (VdB)</b>	<b>Approximate RMS Velocity at 25 Feet (inch/second)</b>	<b>Approximate Velocity Level at 1,000 Feet (VdB)</b>	<b>Approximate RMS Velocity at 1,000 Feet (inch/second)</b>
Small bulldozer	58	0.003	26	0.0000
Jackhammer <sup>1</sup>	79	0.035	47	0.0001
Loaded trucks	86	0.076	54	0.0003
		FTA Criteria	80	0.2
		Significant Impact?	No	No

<sup>1</sup> Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet.  
Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.  
Source: The Planning Center, (December, 2005) based on methodology from the United States Department of Transportation Federal Transit Administration, Transit Noise and Vibration Impact Assessment (1995).

As shown in Table 2, vibration impacts generated by demolition activities at that distance would not exceed 54 Vibration Decibels (VdB). The Federal Transit Administration (FTA) vibration threshold for human annoyance for infrequent activities is 80 VdB. The FTA has also established a vibration threshold of 0.2 inch/second for vibration induced structural damage. The project would not result in vibration levels that would cause structural damage to any offsite structures. Therefore, no significant adverse impacts related to vibration would result from project development and no mitigation measures are necessary.

### 3. Environmental Analysis

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**No Impact.** As noted in response 3.11 (a) above, the project would not create any long-term noise generating uses. No impact would occur.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** Noise levels associated with demolition activities would be higher than the ambient noise levels in the project area today, but would subside once demolition activities are completed.

Two types of noise impacts could occur during demolition. First, the transport of workers and equipment to the demolition site would incrementally increase noise levels along site access roadways. The project would result in the removal of 11,365 cubic yards of demolition debris associated with the existing structure and pavement. Even though there would be a relatively high single event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), the expected number of workers and trucks is small relative to the background traffic. There are an estimated 24 truck trips per day associated with demolition activities. These truck trips would be spread out throughout the workday and would primarily occur during non-peak traffic periods. Therefore, these impacts are less than significant at noise receptors along the demolition routes, and no mitigation measures are necessary.

The second type of impact is related to noise generated by on-site demolition operations and local residents would be subject to elevated noise levels due to the operation of on-site demolition equipment. Demolition activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the demolition site as work progresses. Demolition noise levels reported in Noise from Demolition Equipment and Operations, Building Equipment, and Home Appliances, (EPA 1971) were used to estimate future demolition noise levels for the proposed project. Typically, the estimated demolition noise levels are governed primarily by the highest noise-producing pieces of equipment. The residential uses affected by the proposed project are located over 1,000 feet south of the project site. Table 3, provides the noise levels that would occur at 1,000 feet from demolition activities.



<b>Table 3</b>	
<b>Noise Levels at Project Construction Sites</b>	
<b>Construction Phase</b>	<b>Noise Levels for Roadway Construction (dBA L<sub>eq</sub>)</b>
Ground Clearing/Demolition	57
Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971.	

At this distance, noise generated by construction equipment during demolition would result in noise levels of 57 dBA. The City of Industry has adopted the County of Los Angeles Noise standards. The County permits a maximum noise level from construction activity of 60 dBA as measured at single-family residential properties. Noise from construction activities at a distance of 1,000 feet would generate noise levels at the property line of these residential uses below 60 dBA permissible noise level. Furthermore, the existing industrial building on the north side of Gale Avenue would shield these residences from the majority of noise from the construction site. Noise produced during demolition activities on the existing industrial uses are therefore less than significant.

### 3. *Environmental Analysis*

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While demolition noise would be minimal, the project would be required to adhere to the regulations of the City of Industry for construction hours. As the City of Industry has adopted the County of Los Angeles noise standards, the County's construction hour limitation applies. According to the County of Los Angeles Municipal Code, equipment shall not be operated between the weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays. Adherence to local standards would ensure that the impact remains less than significant.

- 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 expose people residing or working in the project area to excessive noise levels?**

**No Impact.** There are no runways located within a two mile radius of the project site. The project site is not located within the influence area of an airport master plan or runway. Therefore, no impacts would occur from aircraft noise as a result of the proposed project and no mitigation measures are necessary.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** There are no private airstrips located within a two mile radius of the project site. The project site is not located within the influence area of an airport master plan or runway. Therefore, no impacts would occur from aircraft noise as a result of the proposed project and no mitigation measures are necessary.

#### **3.12 POPULATION AND HOUSING**

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

**No Impact.** No new housing or infrastructure would be created as a result of the proposed project. The project involves the removal of one large 250,695 square foot structure. No significant increase in population growth would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** Implementation of the proposed project would not displace any housing and would therefore not require the construction of replacement housing. No significant impacts would occur as result of the proposed project. No mitigation measures are necessary.

- c) **Displace substantial numbers of people, necessitating the demolition of replacement housing elsewhere?**

**No Impact.** Implementation of the proposed project would not displace any housing and would therefore not require the demolition of replacement housing. No significant impacts would occur as result of the proposed project. No mitigation measures are necessary.

#### **3.13 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 demolition 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:

### 3. *Environmental Analysis*

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#### a) Fire protection?

**No Impact.** The Los Angeles County Fire Department has sufficient personnel to serve the project site. Demolition of the building would not increase demand for fire protection services. No impacts would result from project implementation. No mitigation measures are necessary.

#### b) Police protection?

**No Impact.** No new public safety issues would result from demolition of the proposed project. The Los Angeles County Sheriff's Department would continue to provide service to the project area. No impacts would occur as a result of the proposed project. No mitigation measures are necessary.

#### c) Schools?

**No Impact.** The proposed project does not involve residential construction and would not increase demand on local schools. No significant impacts on school attendance would result from the proposed project. No mitigation measures are necessary.

#### d) Parks?

**No Impact.** The proposed project does not involve park construction or displacement. Utilization of any nearby parks would not change as a result of the proposed project. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

#### e) Other public facilities

**No Impact.** The proposed project would not require the use or maintenance of other public facilities. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.



### 3.14 RECREATION

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

**No Impact.** The project proposes the removal of one 250,695 square foot electronic waste facility. The facility does not use any local recreational parks or neighborhoods. Therefore, no significant impacts would occur as a result of the proposed project.

#### b) Does the project include recreational facilities or require the demolition or expansion of recreational facilities, which might have an adverse physical effect on the environment?

**No Impact.** See 3.14 (a) above.

### 3.15 TRANSPORTATION/TRAFFIC

#### a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

**No Impact.** The proposed project site is located within an industrial area. Surrounding freeways include the SR-60 to the south and the I-605 freeway to the west. Direct access to the site is provided by Bixby Drive,

### 3. *Environmental Analysis*

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which connects to the SR-60 through Gale Avenue and Azusa Avenue, to the south of the site. The site is 11.43 acres with approximately 70 parking spaces. The proposed project involves the removal of all structures on the site, including pavement and vegetation. The removal of this material would require the use of trucks for loading and unloading material. Otherwise, the implementation of the project would cause a cumulative reduction in traffic volumes with the removal of the existing facility. The proposed project would not generate additional vehicle trips would not be expected to significantly impact existing traffic on local roadways. Therefore, there would be no impacts associated with the proposed project. No mitigation measures are necessary.

**b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**No Impact.** Since the proposed project would not increase traffic load, Level of Service (LOS) standards would not be exceeded. Therefore, impacts to level of service standards as a result of this project are less than significant. No mitigation measures are necessary.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in a substantial safety risk. No impacts are expected. No mitigation measures are necessary.

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

**No Impact.** The proposed project involves the demolition of one industrial building. Access to the site would be provided via an existing driveway off of Bixby Drive. The proposed project does not involve an increase in hazards due to a design feature or incompatible uses. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

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

**No Impact.** The implementation of the proposed project would not result in inadequate emergency access as the proposed driveways and circulation features would provide access for fire, police, and paramedic vehicles. The site plan and all access/circulation features are subject to approval by the City of Industry. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

**f) Result in inadequate parking capacity?**

**No Impact.** The demolition of one 250,695 square foot industrial facility would not generate a demand for additional parking at the site. The proposed project would remove all structures, including paved parking spaces, as part of the project. Therefore, the implementation of the project would not have any impacts regarding parking capacity. No mitigation measures are necessary.

**g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The proposed project would not conflict with any adopted policies, plans, or programs supporting alternative modes of transportation. No significant impacts in this regard would occur. No mitigation measures are necessary.

### 3. *Environmental Analysis*

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#### 3.16 UTILITIES AND SERVICE SYSTEMS

**a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

**No Impact.** The proposed project would not result in a substantial increase in wastewater generation. No wastewater would be generated during the demolition of the existing 250,695 square foot building. The proposed project would not exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, implementation of the proposed project would not affect water systems and wastewater treatment requirements. No mitigation measures are required.

**b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the demolition of which could cause significant environmental effects?**

**No Impact.** The City of Industry is well supplied with water sources, for both present needs and for the future. Implementation of the proposed project would not result in the construction or expansion of new water or wastewater treatment facilities. No significant impacts would occur as a result of the proposed project. No mitigation measures are required.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** The site's drainage pattern would not be modified upon implementation of the proposed project. Project implementation would not affect storm water drainage facilities or require the expansion of existing facilities. No mitigation measures are necessary.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**No Impact.** The City of Industry is supplied with various water sources, both for present needs and for future needs. The demolition of the existing building would not require a significant amount of water that would be considerable to complete the project. No significant impacts would occur as a result of the proposed project. No mitigation measures are required.

**e) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** The proposed project involves the removal of one large industrial structure and does not involve development that requires the on-going usage of water and would not affect existing water supplies or entitlements. Therefore no impacts would occur with the implementation of the project. No mitigation measures would be required.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** Current landfill facilities are sufficient to serve the needs of the proposed project. Demolition of the 250,695 square foot building would create a substantial amount of solid waste. Puente Hills Landfill would be able to accommodate for the additional waste. Implementation of the proposed project would not adversely affect generation of solid waste in terms of on-going operations. No mitigation measures are necessary.





### 3. *Environmental Analysis*

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

**No Impact.** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No mitigation measures are necessary.

**3.17 MANDATORY FINDINGS OF SIGNIFICANCE**

**a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?**

**No Impact.** The proposed project would remove one large 250,695 square foot industrial building. The surrounding area is developed as well, and there are no wildlife habitats, endangered plants or animals, or important examples of California history in the vicinity. Located to the north is the San Jose Creek, but this creek will not be affected by project implementation. No mitigation measures are necessary.

**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.)**

**No Impact.** The proposed demolition project would not result in cumulatively considerable impacts. The demolition phase would have an approximate duration of 60 days. Impacts associated with the removal of the facility would not effect past, future or present projects. No mitigation measures are necessary.

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

**Less Than Significant Impact.** The proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. The site and the majority of its surroundings consist of industrial and commercial centers. The closest residential area is located approximately 1,500 feet southwest on the south side of Gale Avenue. The project is not anticipated to cause substantial adverse effects on human beings. No mitigation measures are necessary.

#### 4. Consultant Recommendation

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry adopt a Negative Declaration for this project. We find that the project would not have a significant effect on the environment. We recommend that the first category be selected for the City's determination (See Section 5, *Lead Agency Determination*).

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

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

Date

1/30/06

Dwayne S. Mears, AICP for The Planning Center

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

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



*Mike Hessel*  
Signature

Date

JAN 31 2006

*Mike Hessel*  
Project name

For

*Planning Director*  
*City of Industry*

3-BAP-1



# CITY OF INDUSTRY

15651 E. Stafford Street City of Industry, CA 91744-0366  
(626) 333-2211 • Fax (626) 961-6795

IND-03.72

## APPLICATION FOR DEVELOPMENT PLAN APPROVAL

1. Location of proposed new development: 911 Bixby Street  
(street address)
2. Name of proposed new development: Demolition of Existing Building
3. Person to be contacted regarding this project: Kevin Radecki Radecki Telephone: (626) 333-1480  
Address: 15625 E. Stafford #200 City of Industry 91744  
(street) (city/state) (zip code)
4. Property owner: Industry Urban-Development Agency Telephone: (626) 333-1480  
Address: Same as Above  
(street) (city/state) (zip code)
5. Project information:  

	<u>building area</u>	<u>land area</u>	<u>landscape area</u>	<u>parking spaces</u>
Existing:	<u>250,695 sf</u>	<u>11.43 Acres</u>		
Proposed:				
6. Describe proposed work in detail. If exterior work, include proposed materials and colors:  
Demolition of Existing Building
7. Valuation of proposed work: N/A To be Bid
8. Occupancy (check one): ☐ Spec building ☐ Build to suit ☐ Applicant to occupy
9. Architect/Engineer or Builder: Contractor to be Selected Telephone: ( )  
Address: (street) (city/state) (zip code)  
Representative: Telephone: ( )

Attached hereto and made a part of this application are:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Two (2) sets - Site Plans                | <input type="checkbox"/> Supplement B signed by Valley Vista Services |
| <input type="checkbox"/> Two (2) sets - Elevations (one set must be colored) | <input type="checkbox"/> Environmental Information Form               |
| <input type="checkbox"/> Two (2) sets - Floor Plans                          | <input type="checkbox"/> Environmental Processing Fee: \$1,000.00     |
| <input type="checkbox"/> Two (2) sets - 8"x10" Vicinity Map                  | (The applicant will be billed for any additional cost.)               |

PLEASE NOTE: All plans turned in with this application will be kept on file with this office.

11/9/05  
Date

Kevin Radecki  
Signature of owner or agent\*  
Kevin Radecki  
Print or type name

\*If other than owner, please submit an affidavit of owner's approval with this application.



## ENVIRONMENTAL INFORMATION FORM

(All Questions Must Be Answered)

Date Filed 11/9/05

### General Information

1. Name and address of developer or project sponsor: Industry Urban-Development Agency
2. Address of project: 911 Bixby Street, City of Industry  
Assessor's Block and Lot Number: 8242-013-901
3. Name, address, and telephone number of person to be contacted concerning this project:  
Kevin Radecki, Industry Urban-Development Agency  
15625 E. Stafford Street, #200, City of Industry 91744 626-333-144
4. List and describe any other related permits and other public approvals required for this project including those required by city, regional, state and federal agencies: Demolition Permit
5. Existing zoning: Industrial
6. Proposed use of site (describe the proposed project):

### Project Description (attach additional sheets as necessary)

7. Site size: 11.43 acres 497,691 sq.ft.
8. Number of buildings: 1
9. Building square footage (total): 250,695 sf  
If more than one (1) building, provide square footage of each building:
10. Number of floors of construction: N/A
11. Amount of off-street parking provided: N/A
12. Proposed scheduling of construction: N/A

13. List any associated projects: None
14. Anticipated incremental development (additional phases): \_\_\_\_\_
15. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities: N/A
16. If industrial, indicate type, estimated employment per shift, and loading facilities: None
17. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project: N/A
18. If the project involves a variance, conditional use permit or re-zoning application, state this and indicate clearly why the application is required: N/A

**Are the following items applicable to the project or its effects?**

*Discuss all items checked "yes" on a separate sheet.*

	Yes	No
19. Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of any ground contours.	_____	<u>X</u>
20. Change in scenic views or vistas from existing residential areas or public lands or roads.	_____	<u>X</u>
21. Change in pattern, scale or character of the general area of project.	_____	<u>X</u>
22. Significant amounts of solid waste or litter.	_____	<u>X</u>

	Yes	
23. Change in dust, ash, smoke, fumes, or odors in the vicinity.	_____	_____
24. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns.	_____	_____
25. Substantial change in existing noise or vibration levels in the vicinity.	_____	_____
26. Site on filled land or on slope of 10 percent or more.	_____	_____
27. Use or disposal of potentially hazardous materials, such as toxic substances, flammables or explosives.	_____	_____
28. Substantial change in demand for municipal services. (police, fire, water, sewage, etc.)	_____	_____
29. Substantial increase in fossil fuel consumption. (electricity, oil, natural gas, etc.)	_____	_____
30. Relationship to a larger project or series of projects.	_____	_____

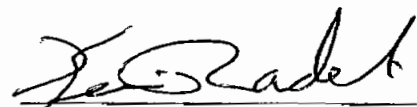
**Environmental Setting** (*attach additional sheets as necessary*)

31. Describe the project site as it exists before the project, including information on topography, stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.
32. Describe the surrounding properties (north, east, south, and west of the project site), including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or Polaroid photos will be accepted.

**Certification**

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

11/09/05  
Date \_\_\_\_\_

  
Signature \_\_\_\_\_

For: \_\_\_\_\_

Page: 1  
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URBEMIS 2002 For Windows 8.7.0

File Name: P:\Ind-03\IND-03.72 Demolition of One Building\Air and  
Noise\Appendices\Modeling\demo.urb  
Project Name: demo  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006 ***							
TOTALS (lbs/day,unmitigated)	9.33	78.67	70.51	0.48	18.05	2.59	15.46

Page: 2  
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URBEMIS 2002 For Windows 8.7.0

File Name: P:\Ind-03\IND-03.72 Demolition of One Building\Air and  
Noise\Appendices\Modeling\demo.urb  
Project Name: demo  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006 ***							
TOTALS (lbs/day,unmitigated)	9.33	78.67	70.51	0.48	18.05	2.59	15.46

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01/13/2006 1:56 PM

URBEMIS 2002 For Windows 8.7.0

File Name: P:\Ind-03\IND-03.72 Demolition of One Building\Air and  
Noise\Appendices\Modeling\demo.urb  
Project Name: demo  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Winter)

Construction Start Month and Year: June, 2006  
Construction Duration: 2  
Total Land Use Area to be Developed: 0 acres  
Maximum Acreage Disturbed Per Day: 0 acres  
Single Family Units: 0 Multi-Family Units: 0



Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM DU
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	15.33	-	15.33
Off-Road Diesel	7.70	51.64	61.47	-	1.95	1.95	0.00
On-Road Diesel	1.48	26.85	5.52	0.48	0.76	0.64	0.00
Worker Trips	0.15	0.18	3.52	0.00	0.01	0.00	0.00
Maximum lbs/day	9.33	78.67	70.51	0.48	18.05	2.59	15.33
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	9.33	78.67	70.51	0.48	18.05	2.59	15.48

Phase 3 - Building Construction Assumptions: Phase Turned OFF

Start Month/Year for Phase 1: Jun '06

Phase 1 Duration: 2 months

Building Volume Total (cubic feet): 435695

Building Volume Daily (cubic feet): 36500

On-Road Truck Travel (VMT): 1159.2

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	8.0
2	Excavators	180	0.580	8.0
2	Skid Steer Loaders	62	0.515	8.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Demolition Truck Haul Capacity changed from 20 to 14

Demolition Truck Hauling Miles/Round Trip changed from 30 to 12

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File Name: P:\Ind-03\IND-03.72 Demolition of One Building\Air and Noise\Appendices\Modeling\demo.urb  
 Project Name: demo  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2006  
 Construction Duration: 2  
 Total Land Use Area to be Developed: 0 acres  
 Maximum Acreage Disturbed Per Day: 0 acres  
 Single Family Units: 0 Multi-Family Units: 0  
 Retail/Office/Institutional/Industrial Square Footage: 0

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	15.33	-	15.33
Off-Road Diesel	7.70	51.64	61.47	-	1.95	1.95	0.00
On-Road Diesel	1.48	26.85	5.52	0.48	0.76	0.64	0.12
Worker Trips	0.15	0.18	3.52	0.00	0.01	0.00	0.01
Maximum lbs/day	9.33	78.67	70.51	0.48	18.05	2.59	15.46
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	9.33	78.67	70.51	0.48	18.05	2.59	15.46

## Phase 3 - Building Construction Assumptions: Phase Turned OFF

Start Month/Year for Phase 1: Jun '06  
 Phase 1 Duration: 2 months  
 Building Volume Total (cubic feet): 435695  
 Building Volume Daily (cubic feet): 36500  
 On-Road Truck Travel (VMT): 1159.2  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	8.0
2	Excavators	180	0.580	8.0
2	Skid Steer Loaders	62	0.515	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Demolition Truck Haul Capacity changed from 20 to 14

Demolition Truck Hauling Miles/Round Trip changed from 30 to 12

Construction Noise at 50 Feet (dBA Leq) 50 hard or soft 0

Construction Phase	Minimum Required Equipment in Use <sup>1</sup>	All Applicable Equipment in Use <sup>1</sup>
Ground	84	83
Clearing/Demolition		
Excavation	89	71
Foundation Construction	77	77
Building Construction	84	72
Finishing and Site Cleanup	89	74

Construction Noise at 50 Feet (dBA Leq) 1000

Construction Phase	Minimum Required Equipment in Use <sup>1</sup>	All Applicable Equipment in Use <sup>1</sup>
Ground		
Clearing/Demolition	58	57
Excavation	63	45
Foundation Construction	51	51
Building Construction	58	46
Finishing and Site Cleanup	63	48

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971. Based on analysis for Industrial Buildings

**Construction generated Vibration**

Equipment	Approximate Velocity Level at 25 ft, VdB	Approximate RMS a Velocity at 25 ft, inch/second	Distance	
			Approximate Velocity Level, VdB	1000 Approximate RMS a Velocity at 1000 ft, inch/second
Small bulldozer	58	0.003	26	0.0000
Jackhammer	79	0.035	47	0.0001
Loaded trucks	86	0.076	54	0.0003
		Criteria	80	0.2