

General Plan Amendment and Zone Change Project Initial Study/Programmatic Negative Declaration

Lead Agency:

City of La Mirada
13700 La Mirada Boulevard
La Mirada, CA 90638
www.cityoflamirada.org



Prepared for:

Manuel Muñoz
Community Development Director
City of La Mirada City Hall
13700 La Mirada Boulevard
La Mirada, CA 90638
(562) 943-0131
manuelmunoz@cityoflamirada.org

Prepared by:

MIG, Inc.
6809 Indiana Avenue, Suite 203
Riverside, California 92506



October 15, 2025

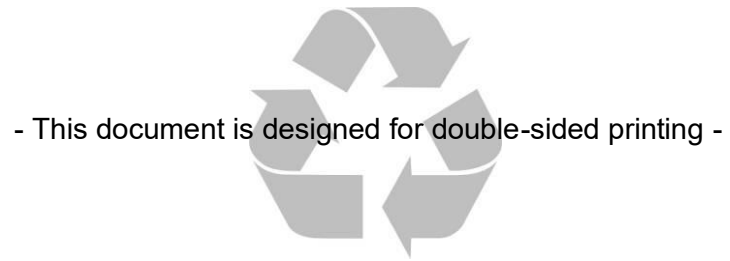


Table of Contents

1 Introduction	1
1.1 – Purpose of CEQA	1
1.2 – Public Comments	2
2 Project Description	3
2.1 – Project Title	3
2.2 – Lead Agency Name and Address	3
2.3 – Contact Person and Phone Number	3
2.4 – Project Location	3
2.5 – Project Sponsor’s Name and Address	3
2.6 – General Plan Land Use Designations	3
2.7 – Zoning Districts	3
2.8 – Project Description	4
2.9 – Surrounding Land Uses	9
2.10 – Environmental Setting	9
2.11 – City Required Approvals	10
2.12 – Other Public Agencies Whose Approval is Required	11
3 Determination	12
3.1 – Environmental Factors Potentially Affected	12
3.2 – Determination	12
4 Evaluation of Environmental Impacts	14
4.1 – Aesthetics	14
4.2 – Agriculture and Forest Resources	16
4.3 – Air Quality	18
4.4 – Biological Resources	22
4.5 – Cultural Resources	26
4.6 – Energy	28
4.7 – Geology and Soils	29
4.8 – Greenhouse Gas Emissions	32
4.9 – Hazards and Hazardous Materials	34
4.10 – Hydrology and Water Quality	37
4.11 – Land Use and Planning	40
4.12 – Mineral Resources	41
4.13 – Noise	42
4.14 – Population and Housing	47
4.15 – Public Services	48
4.17 – Transportation	51
4.18 – Tribal Cultural Resources	54
4.20 – Wildfire	58
4.21 – Mandatory Findings of Significance	60
5 References	62
5.1 – List of Preparers	62
5.2 – Persons and Organizations Consulted	62
5.3 – Bibliography/Endnotes	63

List of Tables

Table 1 Estimated Existing Development by Parcel 9
Table 2 Unmitigated Construction Emissions Estimates 8
Table 3 Construction Emissions Localized Significance Thresholds Analysis 9
Table 4.3-1 Project-Related Emissions 20
Table 4.8-1 GHG Emissions by Development Condition 33
Table 4.13-1 Typical Construction Equipment Noise Levels (dBA) 43
Table 4.13-2 Caltrans Vibration Thresholds 46
Table 4.13-3 Project Construction Vibration Levels 46
Table 4.17-1 Project Trip Generation 52

List of Exhibits

Exhibit 1 Project Location Map 6
Exhibit 2 Project Area 7

List of Appendices

Appendix A Air Quality and Greenhouse Gas Emissions Data
Appendix B Traffic Data

1 Introduction

The City of La Mirada (City or Lead Agency) is proposing a General Plan Amendment (GPA 2025-1) and Zoning Map Amendment (ZMA 58) involving 36.9 acres in the City of La Mirada adjacent to the I-5 Freeway. These actions constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code §§ 21000, *et seq.*), and the CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq.*). This Initial Study was prepared to assess the short-term, long-term, and cumulative environmental impacts resulting from the proposed project. This report was prepared to comply with CEQA Guidelines § 15063, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.10);
- Identification of environmental effects by the use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing General Plan land use, zoning, and other applicable land use controls (See Section 4.11); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (IS) and Programmatic Negative Declaration (PND) (See Section 5).

1.1 – Purpose of CEQA

CEQA § 21000 of the California Public Resources Code provides as follows:

The Legislature finds and declares as follows:

- a) The maintenance of a quality environment for the people of this state now and in the future, is a matter of statewide concern.
- b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the state to:

- a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
- b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs, and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in CEQA § 21002, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event that specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts in the Initial Study. To review these materials online, see the City's website at the following web address:

www.cityoflamirada.org

To request an appointment to review this material, please contact:

Manuel Muñoz
Community Development Director
City of La Mirada City Hall
13700 La Mirada Boulevard
La Mirada, CA 90638
(562) 943-0131
manuelmunoz@cityoflamirada.org

All written comments received during the 30-day public review period for the Initial Study/Programmatic Negative Declaration (PND) will be considered by the City of La Mirada prior to adoption.

2 Project Description

2.1 – Project Title

Industrial-Commercial General Plan Amendment and Zone Change (“project”)(GPA 2025-1)(ZMA 58)

2.2 – Lead Agency Name and Address

City of La Mirada (“City”)
13700 La Mirada Boulevard
La Mirada, CA 90638

2.3 – Contact Person and Phone Number

Manuel Muñoz
Community Development Director
(562) 943-0131
manuelmunoz@cityoflamirada.org

2.4 – Project Location

The project site is located in the southernmost portion of the City of La Mirada in southeastern Los Angeles County, California (see Exhibit 1, Project Location Map and Exhibit 2, Project Area). Although the land is privately owned, the City is initiating this project. The General Plan land use designations and zoning classifications are being changed as a result of Caltrans vacating former right-of-way for the I-5 Freeway widening and responding to changing economic conditions in the City and surrounding region.

- Northern Parcels (centroid): Latitude 33° 52’ 36” North, Longitude 118° 00’ 25” West
- Southern Parcels (centroid): Latitude 33° 52’ 27” North, Longitude 118° 00’ 56” West
- Assessor Parcel Numbers (APN) are listed in Section 2.8 below (36.9 acres) Los Angeles County
- Whittier USGS Quadrangle topographic map

2.5 – Project Sponsor’s Name and Address

Manuel Muñoz
Community Development Director
(562) 943-0131
manuelmunoz@cityoflamirada.org

2.6 – General Plan Land Use Designations

Industrial (I) and Commercial (C)

2.7 – Zoning Districts

Manufacturing (M-2) and Commercial-Freeway (C-F)

2.8 – Project Description

The City of La Mirada (City) is proposing to prepare and process a Programmatic Negative Declaration (PND) for the proposed Industrial-Commercial General Plan Amendment and Zone Change (“Zone Ordinance Map Amendment”) for 10 parcels on two separate sites totaling 36.9 acres that would rezone properties from commercial to industrial on one site and change industrial to commercial on the other site. The entitlement actions are identified as General Plan Amendment (GPA) 2025-1 and Zoning Map Amendment (ZMA) 58.

The Interstate 5 Freeway (I-5) expansion resulted in five parcels now being available for new development rather than for expansion of the freeway. The City is proposing these land use and zoning changes to encourage redevelopment of the parcels once they are no longer under Caltrans jurisdiction. Three parcels located north of I-5 and west of Valley View Avenue are designated for manufacturing (M-2) uses and the City is considering rezoning these for Commercial-Freeway (C-F) uses. There are also seven parcels zoned C-F located south of the freeway and Union Pacific Railroad tracks and north of Artesia Boulevard that the City is considering rezoning to M-2. The City believes this change would provide the best balance between commercial and industrial uses in the area along Coyote Creek, Knott Avenue, and Artesia Boulevard. It should be noted there are commercial properties not part of the proposed project that are between the railroad lines and the freeway.

This action would result in approximately 20.4 acres being changed from manufacturing to commercial and 16.5 acres being changed from commercial to manufacturing. For the purposes of this analysis, the maximum Floor Area Ratio (FAR) will be assumed as a buildout condition for each of these areas so that any future development will be within the parameters evaluated in this PND. The City of Buena Park is adjacent to the southern site on the east and south. The 10 parcels under consideration for land use and zoning changes are described below and shown in Exhibits 1 and 2:

APN	Address	Zoning		Acres
		Current	Proposed	
<u>Northern Area</u>				
7001-016-913	14815 Firestone Boulevard	M-2	C-F	1.7
7001-018-006	16961 Knott Avenue	M-2	C-F	12.5
7001-018-903	14949 Firestone Boulevard	M-2	C-F	6.2
				20.4
<u>Southern Area</u>				
7003-014-001	14709 Artesia Boulevard	C-F	M-2	2.0
7003-014-003	14711 Artesia Boulevard	C-F	M-2	2.3
7003-014-005	14747 Artesia Boulevard	C-F	M-2	4.3
7003-014-009	14821 Artesia Boulevard	C-F	M-2	3.6
7003-014-010	14861 Artesia Boulevard	C-F	M-2	2.0
7003-014-012	14899 Artesia Boulevard	C-F	M-2	0.7
7003-014-013	14901 Artesia Boulevard	C-F	M-2	1.6
				16.5

It is important to note that no development is being proposed by this project at this time, either by the City or any developer, so this is a “programmatic” CEQA document in that it examines the general potential environmental impacts of changing (i.e., exchanging) the acreages and locations of these two land uses within the City. The analysis in the following sections will refer to each of the two planning areas (north and south) separately as needed but will refer to both planning areas together as the “project study area”.

Table 1 shows the estimated existing building area for each parcel which was derived from County assessor parcel data and estimates from Google Earth where assessor parcel data was lacking. Table 2 indicates that buildout under the existing general plan/zoning designations would result in 443,024 square feet of manufacturing uses (M-2) and 1,431,314 square feet of commercial uses (C-F). Under the proposed general plan/zoning designations, the project study area would build out with 1,772,094 square feet of commercial uses and 357,829 square feet of manufacturing uses. Therefore, the proposed land use/zoning changes would result in a buildout increase of 340,780 square feet in commercial uses and a decrease of 85,195 square feet in manufacturing uses.

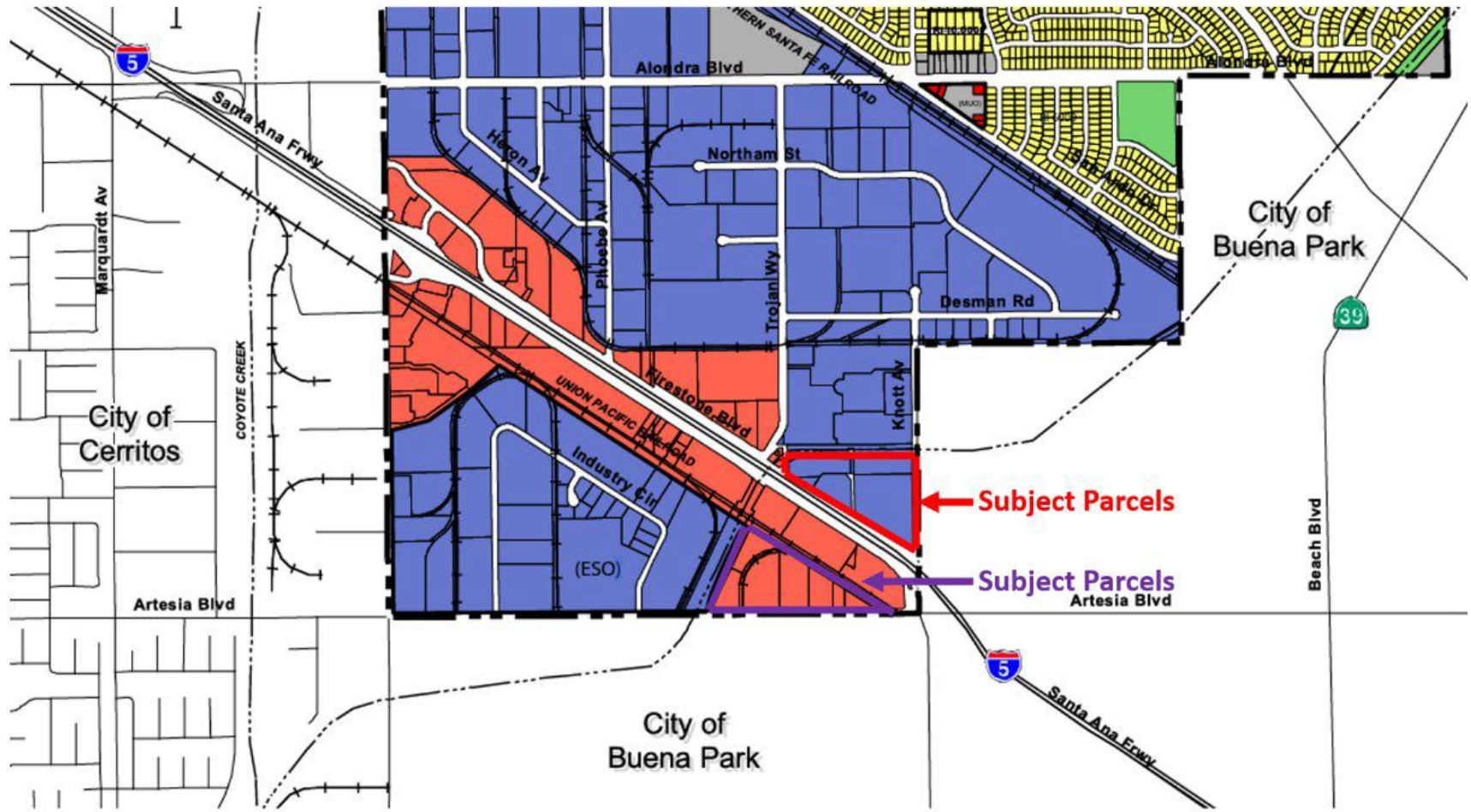


Exhibit 1
Project Location Map



**Exhibit 2
Project Area**

Table 1: Estimated Existing Development by Parcel

Planning Area	Parcel	Address	Existing Building SF	Land SF	Current FAR
North	7001-016-913	14815 Firestone Boulevard	0	-	
	7001-018-006	16961 Knott Avenue	24,800	542,566	0.05
	7001-018-903	14949 Firestone Boulevard	0	-	
Subtotal	--	--	24,800	542,566	0.05
South	7003-014-001	14709 Artesia Boulevard	48,384	85,500	0.57
	7003-014-003	14711 Artesia Boulevard	49,752	101,284	0.49
	7003-014-005	14747 Artesia Boulevard	111,800	185,420	0.06
	7003-014-009	14821 Artesia Boulevard	80,883	155,035	0.52
	7003-014-010	14861 Artesia Boulevard	30,220	88,508	0.34
	7003-014-012	14899 Artesia Boulevard	4,590	30,360	0.15
	7003-014-013	14901 Artesia Blvd	108	69,550	0.00
Subtotal	--	--	325,737	715,657	0.46
TOTAL	--	--	350,537	1,258,223	0.28

Source: <https://portal.assessor.lacounty.gov/mapsearch?c=-118.01232230064802,33.87753010578282,18> SF = square feet

Table 2: Potential Development by Parcel

Planning Area	Assessor Parcels	Existing Buildings SF	Maximum Potential SF Existing FAR designations	Maximum Potential SF Updated FAR designations
North	7001-016-913	0	36,455	145,818
	7001-018-006	24,800	271,283	1,085,132
	7001-018-903	0	135,286	541,144
North Total		24,800 (M-2)	443,024 (M-2)	1,772,094 (C-F)
South	7003-014-001	48,384	171,000	42,750
	7003-014-003	49,752	202,568	50,642
	7003-014-005	111,800	370,840	92,710
	7003-014-009	80,883	310,070	77,518
	7003-014-010	30,220	177,016	44,254
	7003-014-012	4,590	60,720	15,180
	7003-014-013	108	139,100	34,775
South Total		325,737 (C-F)	1,431,314 (C-F)	357,829 (M-2)

SF = square feet

2.9 – Surrounding Land Uses

The proposed project site is in the southern portion of the City – the northern parcels are north of the I-5 Freeway and bounded on the north by Coyote Creek, on the south by Firestone Boulevard and the I-5 Freeway on the south, and bounded on Knott Avenue on the east. The southern parcels are south of the I-15 Freeway and Union Pacific Railroad tracks and are bounded on the south by Artesia Boulevard and on the west by Coyote Creek. The southern parcels are adjacent to the City of Buena Park on the south (across Artesia Boulevard) and bounded on the west by various commercial uses, as described in Table 3. These surrounding uses are also visible in Exhibit 2, Project Area.

Table 3: Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
North Area	Commercial (C)	Freeway Commercial (C-F)	Light industrial buildings, vacant land
North	Industrial (I)	Industrial (M2)	Drainage channel, light industrial buildings and warehouses
South	I-5 Freeway	I-5 Freeway	freeway and railroad line
East	Light Industrial and Commercial (City of Buena Park)	Community Shopping (CS), Auto Center Specific Plan (ACSP)(City of Buena Park)	Light industrial and commercial buildings
West	I-5 Freeway and Commercial	Freeway Commercial (C-F)	I-5 Freeway, commercial and light industrial buildings
South Area	Commercial (C)	Freeway Commercial (C-F)	mixture of commercial buildings
North	Commercial and UP Railroad	I-5 Freeway	freeway commercial buildings, I-5 Freeway and UP Railroad
South	Industrial (I) (City of Buena Park)	Heavy Industrial (MH) (City of Buena Park)	light industrial warehouses (City of Buena Park)
East	I-5 Freeway (City of Buena Park)	I-5 Freeway (City of Buena Park)	I-5 Freeway (City of Buena Park)
West	Industrial	Industrial (M2)	light industrial buildings and warehouses

Sources: General Plan Land Use Element, Land Use Policy Map and Zoning Map for City of La Mirada and City of Buena Park,

2.10 – Environmental Setting

The City of La Mirada is a city in southeast Los Angeles County, California, and is one of the “Gateway Cities” as an entry to Los Angeles County from Orange County to the southeast. The City occupies 7.9 square miles and its population was 48,008 persons according to the 2020 census. The project sites or planning areas (north and south) are both triangular and located on either side of the I-5 Freeway with the City of Buena Park located south of the south project site. The two project sites include a total of 10 parcels that are largely developed with a variety of buildings, land uses, parking lots, storage and truck yards, landscaping, etc. All of the parcels have improved access to major roadways. The northern parcels have access to Firestone Boulevard to the south and Knott Avenue to the east, while the southern parcels have access to Artesia Boulevard to the south and Knott Avenue to the east. All of the parcels have access to the I-5 Freeway via Knott Avenue to the east or Valley View Avenue to the west.

Elevations on the northern site range from 66 down to 62 feet above mean sea level (amsl) while elevations on the southern site range from 59 down to 56 feet amsl. Runoff generally flows north in the northern parcels toward the Coyote and Brea Creeks. Runoff generally flows north in the southern parcels toward the railroad right-of-way.

The City is in the southeastern end of the Los Angeles Basin. The City is relatively flat and supports typical urban and suburban development (e.g., residential, commercial, light industrial, etc.). There are also several flood control drainage channels that traverse the City, Coyote Creek and Brea Creek border the northern parcels on the north. Views in the City are primarily of the San Gabriel Mountains to the north on clear days.

Until the early 1900's the LA Basin supported various agricultural activities. As the City and surrounding communities urbanized, agriculture and mining activities moved to other less developed areas outlying the basin and were replaced by commercial and industrial uses. A railroad line was constructed through the southern portion of the City in 1893 and the I-5 Freeway was constructed in the early 1950's parallel to the railroad line. The rail line and freeway divide the southern portion of the City with commercial and industrial uses on both sides.

The City and the project sites are within the South Coast Air Basin which has experienced poor air quality over the years due to climate and weather conditions and decades of growth (i.e., urban development and increased vehicle use). Air quality in the Basin is monitored by the South Coast Air Quality Management District.

The City is completely urbanized and does not support native plants or animals to any significant degree.

The Los Angeles Basin is a deep alluvial plain resulting from the deposition of sediments by runoff out of the nearby San Gabriel Mountains to the north. While the City has been largely developed for many years it is still possible to find fossils or Native American artifacts as tribal groups have occupied this region for thousands of years. The project area does not contain any historical resources.

The San Gabriel Mountains are part of the "Transverse Ranges" geomorphic province of California, and the entire Los Angeles Basin is seismically active. The Puente Hills and Whittier Faults are two active faults in proximity to the City of La Mirada. The City is susceptible to moderate to strong groundshaking and liquefaction during major seismic events.

The project sites are not at any demonstrable risk from wildfires but do face risks from hazardous materials, transportation accidents, etc. Noise levels in this portion of the City are moderate to high due to the presence of traffic along the I-5 Freeway.

Public services and utilities in the City are provided by a number of agencies, mainly the City and County (e.g., police, fire, wastewater treatment, flood control), as well as some private companies (water, solid waste collection).

2.11 – City Required Approvals

This proposed action (i.e., General Plan Amendment and Zone Change) for the ten involved parcels requires approval by the City Council. Since no development is proposed at this time, no water quality plans or programs are required at this time (e.g., Water Quality Management Plan). Future specific development proposals may trigger the need for compliance with various environmental regulations and possibly mitigation under CEQA to reduce or avoid potential significant environmental impacts.

2.12 – Other Public Agencies Whose Approval is Required

- None

2.13 - Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

No actual development is proposed at this time, however, this project involves a General Plan Amendment so it triggers consultation with local Native American tribes under both SB 18 and AB 52. On March 6, 2025 the City sent notifications to the following ten tribal groups/representatives to determine if they wanted to consult with the City regarding this project:

- Andrew Salas, Chairperson for the Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson for the Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson for the Gabrielino / Tongva Nation
- Sam Dunlap, Gabrieleno/Tongva Nation
- Robert Dorame, Gabrieleno/Tongva Indians of California Tribal Council
- Bernie Acuna, Gabrielino-Tongva Tribe
- Joseph Ontiveros, Soboba Band of Luiseño Indians
- Conrad Acuna, Gabrielino-Tongva Tribe
- Linda Candelana, Gabrielino-Tongva Tribe
- John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation

It should be noted this list of local Native American tribal groups was identified by the State Native American Heritage Commission (NAHC) for the City of La Mirada.

City staff did not receive any requests for consultation from the notified tribal representatives. Therefore, no further consultation under AB 52 or SB 18 was conducted.

Subsequent site-specific development proposals in the project planning area would require a 30-day period to request Native American Consultation under AB 52. If no response is received from a tribe during the noticing period, no formal consultation with that tribe would be required. Formal notice from a tribal representative would trigger a consultation process between the City and that tribe regarding the specific development project at that time. Note that this requirement would not apply to projects that are exempt from CEQA or that are processed under an addendum to this PND.

3 Determination

3.1 – Environmental Factors Potentially Affected

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

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology /Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & 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"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

3.2 – Determination

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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.

Name: Manuel Muñoz, Community Development Director 10/15/2015
Date

This Page Intentionally Left Blank.

4 Evaluation of Environmental Impacts

4.1 – Aesthetics

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public view are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Public Resources Code Section 21099 addresses aesthetic impacts of “Modernization of Transportation Analysis for Transit-Oriented Infill Projects.” The project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable to the evaluation of the project’s aesthetic impacts (Thresholds 1.a through 1.d).

a) **Less than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and effects development patterns as projects are designed to take advantage of viewsheds.

On clear days the project area has views of the San Gabriel Mountains in the distance to the north. There are public views within the project area mainly for northbound drivers on north-south streets such as Knott Avenue, Valley View Avenue, and Trojan Way. Views from east-west roadways like Artesia Boulevard and Firestone Boulevard are blocked in many areas by existing commercial and industrial buildings.

At present the project area supports a variety of commercial and light industrial buildings, including warehouses, many of which have multiple stories but do not exceed the zoning height for commercial (C-F) uses at 6 stories (approx. 60 feet) or manufacturing (M-2) uses of 60 feet above ground level.

CEQA is primarily concerned with public and not private views. Development within the project area according to the GPA and ZC would introduce commercial buildings on land previously planned for light industrial uses and introduce light industrial uses on land previously planned for commercial uses. New future buildings would be of similar heights and scales to those that presently exist on and adjacent to the project site. The topography of the area is relatively flat so future development within the project study area would not substantially interfere with public views or scenic vistas north of the City. In addition, the project does not propose any development, and future development proposals would have to comply with CEQA and the City's development review process. Therefore, any impacts to the scenic vistas would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** The project area does not contain any scenic resources such as trees (other than site specific landscaping) or rock outcroppings. Therefore, future development within the planning area would have no impacts on such resources. There are no historic buildings on or adjacent to the project site, and the site is not visible from a designated state scenic highway as identified on the California Scenic Highway Mapping System.¹ The nearest officially designated scenic highway is California State Route State Route 2 (Angeles Crest Highway) approximately 25.5 miles northwest of the site. The closest eligible (but not designated) highway is State Route 39 approximately 20 miles northeast of the site in Azusa starting at the I-210 Freeway and going north to State Route 2. Due to the distance and intervening topography, future development within the project study area would not be directly visible from either of these two scenic routes so there would be no impacts and no mitigation is required.

c) **Less than Significant Impact.** At present the project study area supports a variety of commercial and light industrial buildings, including warehouses, many of which are one- to two-story but do not exceed the zoning height for commercial or manufacturing/industrial uses of 60 feet above ground level. Since this is a completely urbanized area, any future development in the study area would be required to comply with the development standards and other requirements for commercial uses on the northern parcels and for industrial/manufacturing uses on the southern parcels. With this regulatory compliance, including landscaping, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, project impacts in this regard would be less than significant and no mitigation is required.

d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused by unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from a simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of daytime glare are typically concentrated in commercial areas and are often associated with windows and reflective metals. Glare results from development and associated parking areas that contain reflective materials such as high efficiency window glass, highly polished surfaces, and expanses of pavement.

Construction of lighting for the future commercial and industrial or manufacturing uses and associated improvements would be in accordance with design standards in the City of La Mirada Municipal Code Section 21.70.070, Outdoor Lighting². Adhering to the Municipal Code lighting standards would ensure any impacts related to excessive or inappropriately directed lighting of future development within the study area would be less than significant and no mitigation is required.

4.2 – Agriculture and Forest Resources

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The California “Important Farmland Finder” prepared by the California Department of Conservation as part of their Farmland Mapping and Monitoring Program (FMMP)³ identifies the project site as “Urban and Built-Up Land”. The FMMP does not identify the project site or surrounding area as containing any prime farmland, unique farmland, or farmland of Statewide Importance, and there are no lands with these designations in the surrounding area. Therefore, no impact would occur.

In addition, the City General Plan does not identify any specific agricultural uses within the City to be preserved. The project would eventually result in the development of 36.9 acres of land zoned for commercial and light industrial uses. Both the project and any subsequent commercial or industrial development would not result in any conversion of farmlands to non-agricultural uses. There would be impact and no mitigation is required.

b) **No Impact.** The project site is not located on land that is used for or designated for agriculturally zoned land. In addition, there are no nearby agriculturally zoned land or agricultural uses so there would be no conflicts in this regard. The project site is currently designated for freeway commercial and industrial manufacturing (M2) uses and the project would result in commercial uses on land formerly designated for industrial uses and vis versa. Neither of these land uses/zoning designations allow for agricultural uses.⁴

The project site is also not located on a Williamson Act parcel.⁵ There would be no conflict with existing zoning for agricultural use or a Williamson Act contract, therefore there would be no impact and no mitigation is required.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties do not contain any significant amount of trees and are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is designated for commercial and light industrial land uses and therefore approval of the project would have no impact on any timberland or forestland zoning.

d) **No Impact.** As indicated in 4.2 c), the project site and surrounding area are not designated as forest land so there would be no loss of forest land or conversion of forest land to non-forest use as a result of the project. There would be no impact and no mitigation is required.

e) **No Impact.** The project area is designated for commercial and light industrial uses. There is no land in the area designated for agricultural uses or being uses for agricultural purposes. Therefore, approval of the proposed programmatic project and the subsequent development of commercial and light industrial uses in the two planning areas would not change the existing environment in a manner that would result in the conversion of forest land to non-forest use. No impact would occur and no mitigation is required.

4.3 – Air Quality

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

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

Air pollutant emissions calculations⁶ were prepared for the proposed project by MIG, Inc., dated November 2024 (See Appendix A). The calculations estimate the potential air quality emissions for the proposed project for buildout of land uses under both the existing and the proposed designations. The following analysis evaluates those buildout emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation.

a) **Less than Significant Impact.** The proposed project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed if the project:

1. Is consistent with the growth assumptions in the AQMP; and
2. Does not increase the frequency or severity of an air quality standards violation or cause a new one.

The proposed project consists of changing the land use designations on 36.9 acres of land as outlined in the project description. These changes would result in an increase in the amount of land designated C-F in the northern planning area (20.4 acres) and an increase in the amount of land designated M-2 in the southern planning area (16.5 acres).

These changes would likely result in minor changes to the number of future commercial and industrial employees in the City as the two planning areas are built out. These changes would not have the

potential to substantially affect the housing, employment, and population projections of the Southern California Association of Governments 2020 Regional Transportation Plan / Sustainable Communities Strategy (2020 RTP/SCS), which forms the growth assumptions for the current AQMP. (SCAG subsequently adopted the 2024 RTP/SCS). Therefore, the proposed project would not conflict with the first AQMP consistency criterion.

As described in the following analysis under Section 4.3(b), below, the proposed project would also not exceed the construction or operational air quality thresholds maintained by the SCAQMD since no development is proposed by this project at this time. Accordingly, the proposed project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP.

As described in Section 4.3(b) below, the land use changes proposed by this project would not in and of themselves generate construction or operational emissions in excess of SCAQMD criteria air pollutant thresholds since no actual development is proposed at this time. For the reasons described above, the proposed project would not conflict with the SCAQMD 2022 AQMP. Impacts would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** Eventually buildout of the land within the project's two planning areas will generate both short-term construction emissions and long-term operational emissions. However, it must be remembered this project is programmatic in nature in that it only proposes changes to the land use and zoning designations within the two planning areas. The project does not propose any actual development at this time. Future development in the planning area would be assessed to determine if it needed a project specific air quality assessment based on the size and nature of the proposed development.

This analysis examines the potential difference of the project's air pollutant emissions for the existing and proposed land use/zoning designations using the latest CalEEMod Version 2022.1.1.29. The analysis then compares the buildout emissions to determine if the proposed land use/zoning designation changes would result in a significant air quality impact compared to the existing land use/zoning designations. Since no actual development is proposed at this time, the project would not result in any construction-related air pollutant emissions. This analysis will thus focus on potential impacts related to future operational activities of the existing and future land uses.

Operational Emissions

Future development would be required to comply with then current air quality regulations and guidelines, including comparing specific future project air pollutant emissions to established SCAQMD daily thresholds. Table 4.3-1 compares the estimated emissions from buildout under existing land use designations to buildout under proposed designations. Table 4.3-1 demonstrates that emission under the proposed land use designations would all be less than those estimated under the existing designations. Therefore, the proposed land use designations would result in an improvement in air quality and a long-term decrease in air pollutant emissions compared to those under the existing land use designations. Impacts would therefore be less than significant and since no actual development is proposed at this time, no mitigation is required for this project.

Table 4.3-1: Project-Related Emissions

A. Existing Development (2024)						
Emission Source	Maximum Daily Pollutant Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile	41.1	31.7	282.5	0.6	51.0	13.3
Area	10.9	0.1	15.2	<0.1	<0.1	<0.1
Energy	<0.1	0.8	0.7	<0.1	0.1	0.1
Total	52.1	32.6	298.4	0.6	51.1	13.3

B. Maximum Potential Development under Current General Plan/Zoning						
Emission Source	Maximum Daily Pollutant Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile	159.1	148.6	1153.0	2.6	216.6	56.5
Area	45.4	0.5	63.5	<0.1	0.1	0.1
Energy	0.3	5.0	4.2	<0.1	0.4	0.4
Total	204.8	154.1	1,220.7	2.6	217.1	57.0

C. Maximum Potential Development under Proposed General Plan/Zoning						
Emission Source	Maximum Daily Pollutant Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile	116.4	140.1	915.9	2.3	181.8	47.6
Area	37.2	0.4	52.0	<0.1	0.1	0.1
Energy	0.3	5.9	4.9	<0.1	0.4	0.4
Total	153.8	146.4	972.8	2.3	182.3	48.2

D. Comparison of Existing to Proposed Land Use/Zoning Designations						
Emission Source	Maximum Daily Pollutant Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Existing Designations	204.8	154.1	1,220.7	2.6	217.1	57.0
Proposed Designations	153.8	146.4	972.8	2.3	182.3	48.2
Difference	-51.0	-7.7	-247.9	-0.3	-34.8	-8.8
Increase or Decrease?	Decrease					

Source: MIG 2024

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project’s individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described above, the proposed project would not result in any actual construction or operational emissions at this time since no development is proposed. Long-term emissions under the proposed land use designations would be less than those under the existing designations. Therefore, the proposed project would not result in a cumulatively considerable increase in criteria air pollutants, impacts would be less than significant and no mitigation is required. It should be noted that actual future development will be required to evaluate its own specific air quality impacts as part of its CEQA process.

c) **Less than Significant Impact.** The proposed project itself would not generate either short-term construction emissions and long-term operational emissions that could impact residential or other sensitive receptors located near the project because no development is proposed at this time. Long-term emissions under the proposed land use designations would be less than those under the existing designations, It should be noted that actual future development will be required to evaluate its own specific air quality impacts as part of its CEQA process.

d) **Less than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Future development within the project study area could result in the construction of new industrial uses that generate odors related to equipment use (e.g., oils, lubricants, fuel vapors). Future development would be commercial and light industrial in nature and would not be expected to generate sustained odors that would affect substantial numbers of people, nor nearby sensitive receptors. Therefore, future impacts related to odors would be less than significant and no mitigation is required since no development is actually proposed at this time.

4.4 Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Due to the heavily developed nature of the project study area (both northern and southern planning areas) and lack of resources, a general biological resources assessment was not prepared.

a) **Less than Significant Impact.** The project site is located within the eastern end of the fully urbanized Los Angeles Basin approximately 20 miles south of the San Gabriel Mountains. The project site has been previously developed with urban commercial and light industrial uses consistent with General Plan and zoning designations which are similar to those of surrounding properties as well. There is no native vegetation and the site only supports limited weedy growth. There are two drainage channels (Coyote Creek and Brea Creek) proximate to the northern parcels (along the northern boundary) while Coyote Creek is just west of the southern parcels. The various parcels are fenced and support developed uses and landscaping vegetation in improved planters. The area and its landscaping, primarily trees, support limited wildlife species tolerant of human activity, including songbirds (some of which may be nesting birds) and on a more regional level raptors and limited mammals that may travel along the drainage channels. The site contains no sensitive plant communities or associations since it has been repeatedly disturbed and does not contain physical conditions that support such associations.

The site is not within an area designated as critical habitat for any listed plant or animal species. This includes special-status wildlife species including those species listed as endangered or threatened under the Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA); candidates for listing by the U.S. Fish and Wildlife Services or California Department of Fish and Wildlife (USFWS & CDFW respectively); and species of special concern to the CDFW; and birds protected by the CDFW under California Fish and Game Code (CFGC) Sections 3503 and 3513. The project area also contains no USFWS Critical Habitat for listed wildlife species although Critical Habitat⁷ for the Southwestern Willow Flycatcher is approximately 20 miles northeast of the project area in the San Gabriel River canyon.

Nesting birds are protected under California Fish and Game Code (CFGC) Sections 3503, 3503.5, and 3512, which prohibits the take of active bird nests. Native and non-native shrubs and trees within the project area provide suitable nesting habitat for songbirds, including common species protected by the CFGC. Construction activities, including site mobilization, tree removal, other vegetation clearing, grubbing, grading, and noise and vibration from the operation of heavy equipment have the potential to result in significant direct (i.e., death or physical harm) and/or indirect (i.e., nest abandonment) impacts to nesting birds. The loss of an active nest of common or special-status bird species and/or their eggs or young as a result of future construction in the project study area would be considered a violation of the CFGC, Section 3503, 3503.5, 3513 and therefore, would be considered a potentially significant impact for future development. Therefore, future development may be required to survey their site for nesting birds to assure there are no significant impacts. No other special-status wildlife species would be impacted by future construction in the project study area due to a lack of suitable habitat for such species.

Future development of commercial or industrial uses on sites that do not contain trees or ground landscaping would have no impacts on nesting birds. If the City determines a future development

site contains trees or intact landscaping, a focused survey for nesting birds may need to be prepared prior to grading of that site.

Since the proposed project does not include a specific development proposal at this time, it would not have any 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.

b) Less Than Significant Impact. Riparian habitats occur along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

According to the National Wetlands Inventory (NWI)⁸, maintained by the USFWS, no riparian habitat or other sensitive natural communities occur on or adjacent to the project site. However, there are two man-made drainage channels in the vicinity of the project site. Brea Creek is located along the northeastern boundary of the site while Coyote Creek is located along the northwestern boundary of the northern parcels of the site. The confluence of the two channels is near the center of the northern boundary of the site, then the Coyote Creek continues west and turns south to run just west of the southern parcels of the site (see Exhibit 2). Google Earth indicates a portion of the Coyote Creek Channel adjacent to the northern parcels of the project site have accumulated sediment that may support plants until the sediment is removed by the Los Angeles County Flood Control District. Both of these channels are improved with vertical concrete walls and concrete bottoms. Therefore, they do not represent significant biological habitat that could be impacted by the future development within the project study area.

Future development within the project study area would not cause any direct impacts to these channels. However, minor permits may be needed if a future development needed to convey runoff directly to one of the existing drainage channels. In addition, there are no natural drainage channels or resources (i.e., riparian or water-related vegetation) in the project study area.

c) Less Than Significant Impact. Wetlands are defined under the Federal Clean Water Act⁹ as land that is flooded or saturated by surface water or groundwater sufficient to support vegetation adapted to saturated soils. Wetlands include areas such as swamps, marshes, and bogs. As outlined in Threshold 4.4.b above, the project study area is fully disturbed and contains no drainage facilities or any wetlands¹⁰ or water-related resources. Therefore, future development within the project study area would not result in significant impacts to wetlands and no mitigation is required.

d) Less Than Significant Impact. Providing functional habitat connectivity between natural areas is essential to sustaining healthy wildlife populations and allowing for the continued dispersal of native plant and animal species. The regional movement and migration of wildlife species has been substantially altered due to habitat fragmentation over the past century. This fragmentation is most commonly caused by development of open areas, which can result in large patches of land becoming inaccessible and forming a functional barrier between undeveloped areas. Additional roads associated with development, although narrow, may result in barriers to smaller or less mobile wildlife species. Habitat fragmentation results in isolated islands of habitat, which affects wildlife behavior, foraging activity, reproductive patterns, immigration and emigration or dispersal capabilities, and survivability. Wildlife corridors can consist of a sequence of stepping-stones across the landscape (i.e., discontinuous areas of habitat such as isolated wetlands), continuous lineal strips of vegetation

and habitat (e.g., riparian strips and ridge lines), or they may be parts of larger habitat areas selected for its known or likely importance to local wildlife.

While it is possible small to medium-sized mammals may travel along the Brea Creek and Coyote Creek channels near the project study area, it is unlikely future development of the parcels within the project site would cause significant impacts to any biological resources utilizing these channels since they have vertical concrete sides and bottoms and hence would not support permanent use by wildlife.

The project study area does not act as a wildlife movement corridor due to the current built-out conditions on and around the site and the level of disturbance this site has experienced in the past. Therefore, the site does not function as or represent a wildlife movement corridor. It would not 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 and no mitigation is required.

e) **Less than Significant Impact.** The City's General Plan Open Space and Conservation Element (OSCE) outlines the City's goals and policies for preserving and enhancing open space areas within its boundaries. The project site is not identified as a habitat or open space conservation site by the City's General Plan. The City's Municipal Code also does not have a tree preservation or other natural resource conservation ordinances. Future development within the project study area would be required to meet City development requirements for commercial or industrial development including landscaping with trees and groundcover plants and shrubs.

In this way neither the project nor future development within the project study area would conflict with local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant and no mitigation is required.

f) **No Impact.** There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan in the project study area, so there would be no impacts in this regard.

4.5 – Cultural Resources

Would the project:

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

a) **No Impact.** The Gabrielino Indians once inhabited the land that is now known as the City of La Mirada. The San Gabriel Mission, founded in 1771 by Spanish Priest Junipero Serra, was the first location of Spanish settlers in the area that became Los Angeles. This mission is 16.2 miles northwest of the project site in the City of San Gabriel. Andrew McNally, founder and president of Rand McNally Publishing Company, came to California in the 1880's. In the early 1890's, he finalized his purchase of almost 2,300 acres of rangeland and named the area La Mirada, which in Spanish means "The View."

CEQA Guidelines state the term "historical resources" applies to resources that meet any of the criteria for listing on the California Register of Historical Resources.

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1(c)).

Assessor parcel information from Los Angeles County indicates the oldest buildings within the project site date to around 1978 and all are standard commercial and light industrial buildings, largely tilt-up concrete typical of such construction in Southern California. The site contains no resources that meet the established 50-year age threshold for potential "historical resources" or any of the four criteria listed above. Therefore, future development within the project study area would result in no adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. No impacts would occur and no mitigation is required.

b) **Less than Significant Impact.** Prior to the arrival of the Spanish in 1769, the Los Angeles Basin was home to the Gabrielino -Tongva people for thousands of years. The Tongva lived all throughout

the Los Angeles Basin, in La Mirada, and down to North Orange County and on Catalina and San Clemente islands. The San Gabriel Mission, founded in 1771 by Spanish Priest Junipero Serra, was the first location of Spanish settlers in the area that became Los Angeles. Prior to Spanish arrival, historical information provided by the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicates the Los Angeles Basin consisted of a “concentric circle” of inter-connected native communities which were later incorporated into the Mission system. After the Missions assimilated the Tongva peoples, the California Gold Rush in 1848 and U.S. statehood in 1850 would cause continued decline in their population.”

In March 6, 2025 the City contacted the three local tribal groups that have regularly expressed interest in development within the City as part of its SB 18 and AB 52 processes: Gabrieleño Band of Mission Indians - Kizh Nation; the Gabrieleno/Tongva San Gabriel Band of Mission Indians; and the Gabrielino/Tongva Nation to solicit concerns about development in the project area. The following summarizes the results of that contact:

- City staff did not receive any requests for consultation from the notified tribal representatives. Therefore, no further consultation under AB 52 or SB 18 was conducted.

Due to its past level of development and disturbance, the project site does not include any structures or resources that could be considered prehistoric or Native American in origin. However, local Native American tribal representatives have repeatedly indicated the Los Angeles Basin in general has the potential to yield cultural artifacts and resources. Local tribal representatives in the past have recommended both archaeological and Native American monitoring during ground-disturbing activities in the area to ensure that inadvertent discoveries, if encountered, are properly treated and managed during construction. The project itself does not propose specific development, but future development within the project study area may be required to implement appropriate mitigation measures relative to potential impacts to archaeological and/or tribal cultural resources. With implementation of such measures, future development in the project study area would not be expected to not cause a substantial adverse change in the significance of an archaeological resource. Impacts would be reduced to less than significant levels.

c) **Less than Significant Impact.** There are no existing or known cemeteries on or adjacent to the project site. As a result, project implementation is not anticipated to impact human remains associated with a cemetery. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with all applicable federal, state, and local regulations and guidelines for disclosure, recovery, relocation, and preservation, including California Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Under these provisions, the coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or their authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the Native American Heritage Commission. Therefore, with compliance with California Health and Safety Code Section 7050.5 and Public Resources Code 5097.98, impacts associated with human remains for future development projects would be less than significant. Since the proposed project itself does not propose specific development at this time, its impacts in this regard would be less than significant and no mitigation is required.

4.6 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Air pollutant emission calculations were prepared by MIG (Appendix A) that included an analysis of the potential energy impacts associated with the proposed project as presented in the previous Section 4.3.

a) **Less than Significant Impact.** The project itself does not propose any actual new development. Construction of developments associated with the proposed zone change and general plan amendment would result in a temporary increase of energy, primarily diesel and gasoline, to fuel construction equipment, delivery trucks, and worker vehicles. Since petroleum use during construction would be temporary at each location and is required to construct future projects, it would not be unnecessary, wasteful, or inefficient. Operation under the proposed land use changes is projected to result in a decrease in electricity, gasoline, and diesel consumption and an increase in natural gas consumption compared to existing land use designations (See Appendix A). The project does not propose specific new development at this time so it would have less than significant impacts related to energy use and no mitigation would be required. Future development within the project study area would be responsible for documenting its energy use as part of the CEQA process and provide mitigation if needed. All future development would be required to comply with the Cal Green Building Code and Title 24 energy conservation regulations. With this regulatory compliance, future development in the project study area would be expected to have less than significant impacts related to energy use and conservation and no mitigation would be required.

b) **Less than Significant Impact.** The project does not propose any development at this time, so it would have less than significant impacts related to state or local energy plans and no mitigation is required. Future development within the project study area would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. Equipment and vehicles associated with construction and operation of future development would be subject to fuel standards at the state and federal level including the State Green Building Code (GBC) last updated in 2022. Future development would inherently benefit from programs implemented to achieve the goals of the state’s Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out. Therefore, the project or future development within the project study area would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency, impacts would be less than significant and no mitigation is required.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

a.i) **Less than Significant Impact.** Being located in seismically active Southern California, there are several regional and local earthquake faults within and adjacent to the City of La Mirada. The City is located within the Transverse Ranges Geomorphic Province of California which is defined by a series of east-west trending mountains and valleys created by numerous regional faults. According to the City’s 2003 General Plan Safety and Community Services Element¹⁰, (GP Figure SCS-1) shows 11 faults play a role in the seismic characteristics of the Los Angeles region, of which the Division of Mines and Geology classified six as “active.” An active fault, as defined in the Alquist Priolo Special Studies Zone Act, is one with evidence of movement within the last 10,000 years. Four active faults play a role in the seismic characteristics of La Mirada, including the Whittier-Elsinore Fault, Newport-Inglewood Fault, Norwalk Fault, and the Verdugo Fault. With regulatory compliance, impacts of future development within the project study area from potential ground rupture would be less than significant and no mitigation is required.

a.ii) **Less than Significant Impact.** The project study area would be subject to moderate to severe ground shaking given its proximity to regional fault zones and Southern California location. The City’s 2003 Safety and Community Services Element¹² states...”ground shaking can be expected in La Mirada from any one of several faults located in the region. This emphasizes the need for all new development projects to incorporate appropriate design features to guard against widespread property damage and loss of life in the event of an earthquake.” (SCS-8).

The project is located in an area subject to strong ground shaking from earthquakes, and significant damage to structures could occur during a large earthquake. Future structures in the study area would be designed to resist collapse and significant damage by adhering to the design and repair requirements adopted from the 2022 California Building Code (CBC)¹¹. This regulatory compliance would be sufficient for mitigating any potential impacts of nearby faults, so impacts due to strong ground shaking would be less than significant and no mitigation is required for future development.

a.iii) **Less than Significant Impact.** Liquefaction is a form of ground failure that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Liquefaction typically occurs in flat alluvial areas with loose soils, where groundwater levels are relatively shallow (i.e., 50 feet or less below the surface), and during groundshaking from seismic events. The project itself proposes no new development at this time so its impacts in this regard are less than significant and no mitigation is required.

According to the State of California Department of Conservation, Division of Mines and Geology, Seismic Hazards Map, La Mirada is susceptible to liquefaction in the southern portion of the City, as well as in continuous bands which follow drainage areas east to west across the City (GP Figure SCS-2¹²).The General Plan indicates the entire project study area has a high liquefaction hazard so future development proposals would need to be evaluate its own site specific risks and identify appropriate grading and site design requirements. With regulatory compliance, potential impacts to future development within the project study area related to liquefaction would be less than significant and no mitigation is required.

a.iv) **No Impact.** Figure SCS-2 in the City’s General Plan Safety and Community Services Element¹² indicates that the project site is not located in an area that has any susceptibility for landslides. Future development within the project study area would be designed based on the 2022 California Building

Code (CBC)¹³. Therefore, future development would have no impacts in this regard and no mitigation is required.

b) **Less than Significant Impact.** The project itself does not propose any development so any impacts related to erosion would be less than significant and no mitigation would be required. During construction of future development within the project study area, it is possible that exposed soils may be susceptible to erosion by wind and water. Wind erosion would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. Following future construction, each site itself would consist of mostly impervious surfaces and landscaping of buffer areas. Impacts related to soil erosion of future development would therefore be less than significant with the implementation of existing regulations so no mitigation is required.

c) **Less than Significant Impact.** Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to a combination of gravity and ground shaking. Lateral spreading has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. As previously discussed in Threshold 4.7.a.iii above, the project study area is susceptible to liquefaction, and thus would have at least some potential for lateral spreading to occur on future development sites. In addition, Threshold 4.7.a.iv indicates that design standards outlined in the CBC¹³ would take care of anticipated seismic and landslide risks. With regulatory compliance, impacts arising from unstable soils would be less than significant and no mitigation is required. The project itself does not propose any specific development so it would have less than significant impacts and no mitigation is required.

d) **Less than Significant Impact.** Area soils are derived from granitic alluvial materials out of the uphill San Gabriel Mountains which typically demonstrate low expansive characteristics. Future development within the project study area would be required to provide soil sampling and laboratory testing to confirm specific characteristics and any limitations of onsite soils. With regulatory compliance, impacts arising from unstable soils on any future development sites would be less than significant and no mitigation is required.

e) **No Impact.** The project study area has access to existing sewer connections and would not install any onsite septic systems. No impact would occur, and no mitigation is required for future development within the project study area.

f) **Less than Significant Impact.** The project study area is underlain by deep alluvial deposits of sand, silt, and other materials from historical regional flood flows. Therefore, it is unlikely that grading or construction for future development within the project study area would yield any significant fossiliferous materials. As part of the CEQA review process, future development in the planning area would have to determine on a site specific basis if there was any potential for impacts to paleontological resources and if so what mitigation would be needed by the proposed development. With regulatory compliance, future development would not be expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant and no mitigation is required.

4.8 – Greenhouse Gas Emissions

Would the project:

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

Air pollutant and greenhouse gas emission calculations were prepared by MIG for the proposed project in terms of changes to existing land use designations (Appendix A).

a) **Less than Significant Impact.** Gases that trap heat in the atmosphere and affect regulation of the earth’s temperature are known as GHG. Many chemical compounds found in the earth’s atmosphere exhibit the GHG property. GHG allow sunlight to enter the atmosphere freely. When sunlight strikes the earth’s surface, it is either absorbed or reflected back toward space. Earth that has absorbed sunlight warms up and emits infrared radiation toward space. GHG absorb this infrared radiation and “trap” the energy in the earth’s atmosphere.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 ppm in the early 1800’s to 419 ppm in July 2022.

The 1997 United Nations’ Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHG – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the earth’s temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth’s atmosphere. The six common GHG are described below.

- **Carbon Dioxide (CO₂).** CO₂ is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.

- **Methane (CH₄).** CH₄ is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.
- **Nitrous Oxide (N₂O).** N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- **Sulfur Hexafluoride (SF₆).** SF₆ is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF₆ occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs).** HFCs and PFCs are generated in a variety of industrial processes. Although the amount of these gases emitted into the atmosphere is small in terms of their absolute mass, they are potent agents of climate change due to their high global warming potential.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO₂, which has a GWP of one. By comparison, CH₄ has a GWP of 28, which means that one molecule of CH₄ has 28 times the effect on global warming as one molecule of CO₂. Multiplying the estimated emissions for non-CO₂ GHG by their GWP determines their CO₂ equivalent (CO₂e), which enables a project’s combined GWP to be expressed as mass CO₂ emissions.

Project Emissions Estimate

The project itself does not propose specific development on any specific sites at this time. Therefore, it would not generate any GHG emissions. However, future development within the project study area would result in GHG emissions from both construction and operation. However, the purpose of this analysis is to determine if there would be environmental benefits in terms of reduced GHG emissions if the proposed land use/zoning designations were changed. Table 4.8-1 shows the emissions for buildout of the project area under existing land use/zoning designations and under the proposed designations. Table 4.8-1 demonstrates the proposed land use/zoning designation changes would reduce potential buildout operational GHG emissions by approximately 10.3% compared to buildout under existing designations.

Table 4.8-1: GHG Emissions by Development Condition

Development Condition	MTCO ₂ e /Year
Existing Development	10,237.8
Maximum Development under Existing Land Use/Zoning Designations	45,930.7
Maximum Development under Proposed Land Use/Zoning Designations	41,217.0
Difference Existing to Proposed Designations	-4,713.7
Increase or Decrease from Existing to Proposed Designations	Decrease

Source: MIG 2024

b) **Less than Significant Impact.** The project does not propose specific development at this time so it would not conflict with any established GHG reduction plan such as CARB’s Scoping Plan, SCAG’s regional RTP/SCS, or the California Green Building Code regarding energy conservation which influences GHG emissions. Impacts would be less than significant and no mitigation is required. Future development proposed on specific sites within the project study area would be subject to these plans as well as any local General Plan policies or ordinances established to reduce GHG emissions.

4.9 – Hazards and Hazardous Materials

Would the project:

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

a) **Less than Significant Impact.** The proposed project does not propose any development at this time so it would have no impacts related to hazards or hazardous materials and no mitigation would be required.

Implementation of future development within the study area, especially industrial projects, could create significant hazards as a result of the routine transport, use, or disposal of hazardous materials during the construction and subsequent operation of such development. The primary potential for short-term use of hazardous materials would be engine fuels and chemicals during construction. While there is a possibility of onsite vehicle fueling, it is more likely construction vehicles and equipment would be fueled at offsite locations before being brought to a particular development site.

To minimize the potential for hazardous material-related impacts during construction of future development, the City would require grading and construction contractors to prepare and implement a Health and Safety Plan pursuant to California state Health and Safety Code Chapter 6.95, Division 20 (Sections 25500-25532). This Plan would minimize potentially hazardous effects of handling potentially hazardous materials during construction. This action is considered regulatory compliance and not specific mitigation under CEQA. With regulatory compliance, potential short-term impacts of future development within the project area would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** According to the State Water Resources Control Board (SWRCB) and the State Department of Toxic Substances Control (DTSC), there is only one site within the project study area listed on any governmental databases indicating contamination by hazardous materials (hazmat) within the project study area although there are some sites in the surrounding area as well. The SWRCB Geotracker¹² and DTSC EnviroStor¹³ websites indicate a facility known as EMT/Brent American, Inc. is located within the northern planning area at 16961 Knott Avenue. This facility is listed as a tiered permit that is “referred to other agencies” and no specific past or ongoing contamination or remediation was occurring on that site. Therefore, this site does not represent a significant risk to future development within the project study area in terms of hazardous materials. The SWRCB Geotracker website indicates the northern planning area also has two sites that had leaking underground storage tanks in the past but have since been remediated (Komatsu Forklift and Knape & Vogt). The project does not propose any specific development on any specific site within the study area. Therefore, it would have less than significant impacts related to hazardous materials and no mitigation is required.

c) **No Impact.** There are no public or private schools located within a quarter-mile of the project study area. Therefore, neither the project nor any future development within the project study area would have any impacts on local schools, and no mitigation is required.

d) **No Impact.** The project does not propose any development at this time so it has no impacts related to the state *Cortese List* which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.¹⁴ Relative to future development and based upon review of the governmental databases that make up the *Cortese List*, the project study area is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),¹⁵
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),¹⁶
- listed as a hazardous solid waste disposal site by the SWRCB,¹⁷
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,¹⁸ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.¹⁹

e) **No Impact.** The closest airport to the project site is the Fullerton Municipal Airport located at 4011 W. Commonwealth Avenue in the City of Fullerton. This airport is located 1.6 miles east of the project area. The project site is within the Fullerton Airport Environs Land Use Plan (AELUP) formulated by the Airport Land Use Commission for Orange County (ALUC). The project site is not within the planning area of any other airport in the surrounding area. The project does not propose any development at this time so there are no impacts and no mitigation required relative to the AELUP. However, future development within the planning area that is within 10,000 feet of the airport (1.9 miles) will require review by ALUC to assure there will be no airport safety impacts. The AELUP allows commercial and industrial buildings within certain density parameters in the planning area, but since this project does not propose any actual development it does not need to be processed by ALUC. Since future development will be consistent with the General Plan and zoning designations and their requirements, no significant impacts related to airport safety are anticipated and no mitigation is required.

f) **No Impact.** The project proposes no actual development at this time so there are no impacts regarding emergency access or evacuation routes. Future construction and development within the study area would add employees to the area. However, the project study area has excellent regional access via the I-5 Freeway and excellent local access via Knott Avenue, Firestone Boulevard, and Artesia Avenue. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There would be no impact and no mitigation is required.

g) **No Impact.** According to the State Department of Forestry and Fire Prevention (CALFIRE)²⁰, the project site is not within a State Responsibility Area (SRA) and is not classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The project area is completely urbanized and is not proximate to any wildland area so it would not be subject to any major risk during a wildfire event. Therefore, any potential impacts related to wildland fire would be less than significant and no mitigation is required.

4.10 – Hydrology and Water Quality

Would the project:

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

a) **Less than Significant Impact.** The project site is located in the City of La Mirada in the far southeast end of Los Angeles County. On November 8, 2012 the County of Los Angeles adopted the Municipal Separate Storm Sewer Permit (MS4 Permit) which allows Permittees, including the City, the flexibility to develop Watershed Management Programs (WMPs) or Enhanced Watershed Programs (EWMPs) to implement the requirements of the Permit on a watershed scale through customized strategies, control measures, and best management practices (BMPs). Participation in a Watershed Management Program is voluntary and allows a Permittee to address the identified watershed priorities. Compliance with the MS4 Permit is administered by the City with oversight provided by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The project proposes no development at this time so it will have no water quality impacts. However, future development within the project study area could contribute urban contaminants or pollutants to runoff into the nearby waterways (i.e., Coyote Creek, Brea Creek) and controlled flow from future development sites would be directed into existing storm drains.

Future development is required to implement Best Management Practices (BMPs) to comply with established water quality regulations and procedures. Future development would be required to adhere to all applicable MS4 permitting requirements for construction and NPDES standards for stormwater runoff. With adherence to LARWQCB permitting requirements and NPDES standards, construction and operation of future development within the project study area would have less than significant impacts related to water quality standards or waste discharge requirements, and no mitigation is required.

b) **Less than Significant Impact.** The project area is relatively flat with several flood control/drainage structures immediately adjacent (Coyote Creek/Brea Creek along the north side of the northern planning area and Coyote Creek along the west side of the southern planning area). The site is not currently used for groundwater recharge although low flows that collect in areas with pervious or unimproved surfaces may eventually percolate back into the local groundwater. Overall, the project is not expected to have a demonstrable effect on local groundwater and no development is proposed at this time. Therefore, impacts would be less than significant and no mitigation is required.

c.i) **Less than Significant Impact.** The project as well as future development within the project study area would not change the overall direction of runoff in the two adjacent flood control channels (Coyote Creek and Brea Creek). A number of the project properties are already developed with improvements specifically designed to reduce erosion and siltation onto downstream properties. Future development would continue to direct onsite runoff to the nearby flood control channels so the project would not substantially alter the existing drainage patterns of the project area such that it would result in substantial erosion or siltation offsite. Impacts would be less than significant and no mitigation is required.

c.ii) **Less than Significant Impact.** As outlined in Section 4.10(c.i) above, the project and future development in the area would not result in any changes to the direction of surface flows. Therefore, both the project and future development in the study area would not substantially increase the rate or amount of surface runoff in a manner which would result in onsite or offsite flooding. As outlined in Threshold 4.10.a above, development within the project study area would also help benefit downstream water quality. Therefore, impacts would be less than significant and no mitigation is required.

c.iii) **Less than Significant Impact.** The purpose of this project is to determine if development of the project area under the proposed land use and zoning changes would have less environmental impacts than development under the existing designations. The project would not construct any new development at this time. Therefore, future development in the project area would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage

systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant and no mitigation is required.

c.iv) **Less than Significant Impact.** The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Program is responsible for identifying 100- and 500-year flood limits for the purpose of protecting structures and people through flood insurance. According to Figure SCS-3 in the City General Plan Safety and Community Services Element¹², the project study area is not within an identified flood hazard zone. The site is within designated Zone X (outside 500-year floodplain) per FEMA Flood Insurance Rate Map Community Panel 060131-0002 C. Therefore, the project or future development in the project area would not impede or redirect flood flows in the sense of environmental impacts. Impacts would be less than significant and no mitigation is required.

d) **Less than Significant Impact.** The City is not exposed to tsunami hazards due to its inland location over 10 miles from the Pacific Ocean and at an elevation at least 60 feet higher than the ocean. In addition, according to the Dam Breach Inundation Map Website of the California Waterboards²¹, the site is not within the inundation area from dam failure of the San Gabriel Dam, the largest upstream impoundment to the City. As previously stated, according to FEMA, the project site is in an area of minimal flood hazard as identified by FEMA. Therefore, impacts would be less than significant and no mitigation is required.

e) **Less than Significant Impact.** The Los Angeles Regional Water Quality Control Board's (SARWQCB) Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The project proposes no development at this time so it will have no water quality impacts. However, future development within the project study area would be required to adhere to the requirements of the Basin Plan as appropriate. This includes the incorporation of best management practices (BMPs) to protect water quality during construction and operation. Development within the project area would be subject to existing water quality regulations and programs, including the applicable construction permit. Implementation of General Plan policies, adherence to the MS4 Permit requirements, and consistency with the Regional Basin Plan would ensure that water quality impacts related to the proposed project or future development in the project study area would be less than significant and no mitigation is required.

4.11 – Land Use and Planning

Would the project:

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

a) **No Impact.** The project study area is located in the far south end of the City along both sides of the I-5 Freeway. The study area is relatively flat and fully developed with a variety of non-residential land uses. Future development of vacant land or conversion of existing developed site would not restrict access to and from existing or future businesses onsite, and there are no residences immediately adjacent to the site. Therefore, the project or future development in the project study area would not divide an established community. No impacts would occur and no mitigation is required.

b) **No Impact.** The project will result in the land use/zoning designation of approximately 20.4 acres being changed from manufacturing (M-2) to commercial (C-F) and 16.5 acres being changed from commercial (C-F) to manufacturing (M-2). These changes would result in more commercial uses in the northern planning area and more manufacturing uses in the southern planning area. Despite these changes, the new land use and zoning designations would be consistent with surrounding land uses which are a mixture of light industrial, industrial, manufacturing, commercial, and commercial office uses. Therefore, the project would not conflict with existing land uses, as designated in the City’s General Plan Land Use Map²² or Zoning Map²³ (i.e., Development Code which is Section 21.70 of the City Municipal Code).

The future development of 36.9 acres in the City with a different mix of land uses will generate incrementally less environmental impacts such as traffic, noise, air pollutant emissions, and greenhouse gas emissions outlined in other sections of this Initial Study. These land use/zoning changes will modify what businesses could be eventually developed within the project study area. These changes would mainly result in financial impacts and not adverse environmental impact which are not considerations under CEQA.

The site is not located in a specific plan area and does not conflict with any other land use plan, policy or regulation of any agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be no impact and no mitigation is required.

4.12 – Mineral Resources

Would the project:

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

a) **Less Than Significant Impact.** The California Surface Mining and Reclamation Act (SMARA) identifies and protects mineral resources within the State of California. SMARA establishes several Mineral Resource Zones (MRZs) or divisions of land containing within them various amounts of known or unknown mineral resources. Some portions of the San Gabriel Mountains to the north have yielded mineral resources and supported mines in the past, and some sand and gravel resources were removed from regional drainage channels in the past. However, the State Department of Conservation²⁴ website indicates the project study area is not within a designated mineral resource area or mineral study area. Both the site itself and the surrounding area are not identified as a significant mineral resource zone under SMARA. In addition, the City’s General Plan Open Space and Conservation Element²⁵ does not identify any designated MRZs in the City.

The proposed project site is in a completely urbanized area with the two planning areas separated by the I-5 Freeway. The sites and surrounding areas support a number of urban land uses such as light industrial/warehousing, business park, and commercial offices. These uses are incompatible with mining extraction operations. Therefore, development within the project area would have a less than significant impact on mineral resources available to the City and no mitigation is required.

b) **Less than Significant Impact.** Mineral resources have been found in the past in the San Gabriel Mountains to the north and along the major drainages that cross the Los Angeles basin (e.g., sand and gravel). However, the project site is not located in an area designated as a Mineral Resource Zone where significant mineral deposits are likely to be present. The project area is completely urbanized and would not support the development of mining operations and the subsequent increase in mining-related pollution or traffic (i.e., material transport). Future development within the project planning area does not constitute a loss of mineral resources as the surrounding land uses do not support the development of mining operations. Project impacts would be less than significant and no mitigation is required.

4.13 – Noise

Would the project:

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

A noise impact assessment was not prepared for this project but note that the traffic analyses prepared by Ganddini and MIG both indicate that trip generation at buildout under the proposed land use/zoning designations would be less than trip generation at buildout under the existing designations (see Section 4.17). Therefore, vehicular noise anticipated as a result of future development within the project study area under the proposed land use/zoning designations would be less than that anticipated under existing designations (Appendices B and C).

a) **Less than Significant Impact.** The proposed project area is located in the southeastern portion of the City of La Mirada adjacent to several major roads and the I-5 Freeway so ambient traffic-related noise is relatively high. The City’s General Plan Noise Element identifies street, freeway, and rail activities as the major local sources of long-term noise, and construction activities contribute to the short-term noise environment in the City. Figure SCS-4 of the City General Plan Safety and Community Services Element indicates noise levels in the project study area (projected for 2021 in 2003) ranged from 70 to 80 dBA which is typical for industrial and commercial areas adjacent to major roads and freeways.

The project proposes no actual development at this time, so it would not generate any short-term, long-term, stationary, or vehicular traffic-related noise impacts and no mitigation is required. However, for planning purposes, noise is evaluated for development projects that may occur under the proposed zone changes.

Short-Term Construction Noise

Development may involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment. Since individual project-specific information is not available at this time, potential short-term (construction-related) noise impacts can only be evaluated based on the typical construction activities associated with commercial and industrial development. In general, these construction activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors.

Table 4.13-1 presents the noise levels associated with the typical types of construction equipment that could be used in the Planning Area for future individual projects.

Table 4.13-1 Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max}) ^(A)	Percent Usage Factor ^(B)	Predicted Noise Levels (L_{eq}) at Distance ^(C)					
			50 Feet	100 Feet	200 Feet	300 Feet	400 Feet	900 Feet
Auger Drill Rig	85	0.2	78	72	66	62	60	53
Backhoe	80	0.4	76	70	64	60	58	51
Boring Jack Power Unit	80	0.5	77	71	65	61	59	52
Bulldozer	85	0.4	81	75	69	65	63	56
Compact roller	80	0.2	73	67	61	57	55	48
Compressor	80	0.4	76	70	64	60	58	51
Concrete Mixer	85	0.4	81	75	69	65	63	56
Crane	85	0.16	77	71	65	61	59	52
Delivery Truck	84	0.4	80	74	68	64	62	56
Excavator	85	0.4	81	75	69	65	63	56
Front End Loader	80	0.4	76	70	64	60	58	51
Generator	82	0.5	79	73	67	63	61	54
Paver	85	0.5	82	76	70	66	64	57
Pneumatic tools	85	0.5	82	76	70	66	64	57
Roller	85	0.2	78	72	66	62	60	53
Scraper	85	0.4	81	75	69	65	63	56
Tractor	84	0.4	80	74	68	64	62	55

(A) L_{max} noise levels based on manufacturer's specifications.
 (B) Usage factor refers to the amount of time the equipment produces noise over the time period.
 (C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2009: L_{eq} (hourly) = L_{max} at 50 feet - $20\log(D/50) + 10\log(UF)$, where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Sources: Caltrans²⁶ and FHWA²⁷

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks.

The City's Municipal Code does not establish numeric standards for construction noise levels (e.g., 90 dBA L_{eq}); however, the City Municipal Code Section 9.04.010(4) limits construction work that could disturb persons in residences or hotels to between the hours of 7 AM to 8 PM on Mondays through Saturdays and between the hours of 9 AM to 8 PM on Sundays. The closest hotel to the project area is located approximately 300 feet northwest of the project area, and the nearest residences are located over 900 feet northeast of the project area.

As shown above in Table 4.13-1, the worst-case L_{eq} and L_{max} noise levels associated with the operation of a single piece of construction equipment are predicted to be approximately 66 dBA and 69 dBA, respectively, at a distance of 300 feet from the equipment operating area.ⁱ The concurrent operation of two pieces of construction equipment would result in noise levels of approximately 63 to 69 dBA at a distance of 300 feet from equipment operating areas.ⁱⁱ These noise levels from construction would all be lower than the General Plan's projected ambient noise levels at the hotel, which range from 70 to 80 CNEL. The nearest residences, located over 900 feet from the project area, would experience lower noise levels from construction than the hotel, due to additional distance attenuation from the substantial increase in distance from the project area. Construction associated with the implementation of the proposed project is not expected to increase ambient noise levels at the receptors near the project area and would not result in a significant impact.

Long-Term Operational Noise

Maximum buildout under the proposed project could reduce vehicle trips by approximately 13,000 average daily trips compared to maximum buildout under existing zoning designations. The project therefore is not anticipated to increase traffic-related noise levels in the project area. Project implementation could also potentially involve new stationary noise sources such as manufacturing equipment or HVAC equipment.

The City Municipal Code Section 21.70.080(d) sets a maximum noise level for noise generated by any property of 60 dBA on residential properties and 70 dBA on non-residential properties. As discussed above, the nearest residential property would be located over 900 feet from the project area. The closest nonresidential property to the project area would be industrial uses located approximately 90 feet east of the project area, across Knott Avenue. While the exact layout of development and the equipment that would operate for future projects within the planning area is not currently known, the distance from the project area would allow noise to attenuate to levels below the standards set by the municipal code for both the closest residential and nonresidential properties. For example, three typical HVAC units operating at the property line would only generate noise levels of approximately 50 dBA at the nearest property 90 feet to the east. Additionally, an unshielded piece of equipment operating at the property line would need to generate approximately 100 dBA to exceed the 70 dBA maximum noise level at the nearest property. Actual conditions are expected to be lower than the previous example since equipment would be set back from the property line, typical manufacturing equipment would not generate noise levels as high as 100 dBA, and equipment that would generate high noise levels would be shielded.

ⁱ The 300-foot distance between the project area and the hotel land use is measured from the closest edge of the property line of the project area and the Extended Stay hotel. The nearest building façade of the hotel is located an additional 80 feet northwest of the project area.

ⁱⁱ The range of noise levels is the result of measuring different equipment. The concurrent operation of two backhoes would produce noise levels of 63 dBA at 300 feet and the concurrent operation of two pavers would produce noise levels of 69 dBA at 300 feet.

Operation of the development under the proposed zone change would not substantially increase noise levels in the vicinity of the project on a permanent basis, nor would it conflict with any applicable noise standards. This impact would be less than significant and no mitigation is required.

Land Use Compatibility

The La Mirada General Plan establishes noise levels for land use compatibility. For commercial land uses, noise levels under 65 dB are considered Clearly Acceptable, noise levels between 65 dB and 75 dB are considered Conditionally Acceptable, and noise levels above 75 dB are considered Normally Unacceptable. For manufacturing land uses, noise levels under 70 dB are considered Clearly Acceptable, noise levels between 70 dB and 80 dB are considered Conditionally Acceptable, and noise levels above 80 dB are considered Normally Unacceptable. For both commercial and manufacturing land uses, there are no noise levels that are considered Clearly Unacceptable.

Both parcels that would be rezoned have the highest noise levels at the portions of the site parallel to the I-5 (i.e., the southern portion of the northern parcel and the northern portion of the southern parcel) but have lower noise levels for the majority of the parcel (La Mirada 2003, Figure SCS-5). The northern parcel, which would be rezoned to C-F, has a noise environment of 80 CNEL parallel to the I-5, which would be considered Normally Unacceptable for commercial uses. The majority of the northern parcel would have noise levels that range from 70 to 75 CNEL, which would be considered Conditionally Acceptable for commercial uses. The southern parcel, which would be rezoned to M-2, has a noise environment of 75 CNEL parallel to the I-5, which would be considered Conditionally Acceptable for manufacturing uses, and noise levels that range from 60 to 70 CNEL for the majority of the site, which would be considered Clearly Acceptable for manufacturing uses. While portions of the project area could be exposed to Conditionally Acceptable or Normally Unacceptable noise levels, potential future projects may incorporate project design features to minimize noise exposure.

b) **Less than Significant Impact.** Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency.

The City's Municipal Code (CMC) does not establish numeric standards for construction impacts but CMC Section 21.70.080 establishes performance standards for vibration within the City²⁸. However, CMC Section 21.70.080 only addresses potential vibration impacts in residential areas or uses, by prohibiting operational vibration that is discernable without instruments at any lot line adjacent to an area with a residential use or residential zoning district. Therefore, the City has no numerical standards for vibration impacts in non-residential areas.

Caltrans' Vibration Manual²⁹ provides a summary of vibration human responses and structural damage criteria that have been reported by researchers, organizations, and governmental agencies. These thresholds are summarized in Table 4.13-2.

Table 4.13-2: Caltrans Vibration Thresholds

Potential Impacts	Maximum PPV (in/sec)	
	Transient	Continuous
Structural Integrity		
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Human Response		
Slightly perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)

Source: Caltrans²⁹

Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. While the exact schedule of construction for potential future development is not currently known, construction would comply with the time of day restrictions in the municipal code. Additionally, as discussed above, the closest property to the planning area is the industrial property approximately 90 feet east of the planning area across Knott Avenue, which would not be a vibration sensitive land use. The closest residential property is located over 900 feet from the planning area. The ground-borne vibration levels generated by the type of equipment that would be used to construct the proposed project are shown in Table 4.13-3.

Table 4.13-3: Project Construction Vibration Levels

Equipment	Peak Particle Velocity (Inches/Second)	
	90 Feet	950 Feet
Small bulldozer	0.007	0.001
Jackhammer	0.009	0.001
Loaded truck	0.019	0.001
Large bulldozer	0.022	0.002
Vibratory Roller	0.051	0.004

Source: Caltrans²⁹ and FTA³⁰

As shown in Table 4.13-2 and Table 4.13-3, vibration from construction would not be perceptible at the nearest residential property and would not cause structural damage to any buildings in proximity of the planning area. Furthermore, the City’s Municipal Code Section 21.70.080(e) exempts ground vibration caused by temporary construction from its restrictions on vibration. Impacts would be less than significant and no mitigation is required.

Once operational, the proposed project may generate vibration from equipment and trucks used for manufacturing uses or deliveries. The operation of commercial and manufacturing uses would be expected to generate lower levels of vibration than the construction activities analyzed above. Similar to the potential construction vibration, the vibration that may occur during the operation of the proposed project would not be discernable at the nearest residential land use, more than 900 feet northeast of the site. Therefore, project operations would not conflict with the City’s Municipal Code requirements.

Therefore, any potential vibration impacts of future development within the project study area would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The proposed project is located within two miles of a public or private airport and within an airport land use plan. The closest airport facility, the Fullerton Municipal Airport, is located at 4011 W. Commonwealth Avenue in the City of Fullerton³¹. This airport is located 1.6 miles east of the project area. The project site is within the Fullerton Airport Environs Land Use Plan (AELUP) formulated by the Airport Land Use Commission for Orange County (ALUC). The project site is not within the planning area of any other airport in the surrounding area. The project does not propose any development at this time so there are no impacts and no mitigation required relative to the AELUP. However, future development within the project study area that is within 10,000 feet of the airport (1.9 miles) will require review by ALUC to assure there will be no airport safety or noise impacts. The AELUP allows commercial and industrial buildings within certain density parameters in the planning area, but since this project does not propose any actual development it does not need to be processed by ALUC. Since future development will be consistent with the General Plan and zoning designations and their requirements, no significant impacts related to airport noise are anticipated and no mitigation is required.

4.14 – Population and Housing

Would the project:

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

a) **No Impact** The project area currently contains non-residential commercial and manufacturing land uses. Future commercial and manufacturing uses would not generate any new residents but would generate new employees within the City as future development is constructed and occupied. The project does not propose any development that would generate additional population or employment. Therefore, it does not conflict with the anticipated buildout of the City’s General Plan and would not

induce any unplanned population growth. Impacts would be less than significant and no mitigation is required.

b) **No Impact.** The project site is currently developed with light industrial and commercial uses but contains no residential uses or structures. Due to the nature of the site and the project, no persons or housing would be displaced as a result of future construction or operation of non-residential land uses within the project study area. There would be no impact and no mitigation is required.

4.15 – Public Services

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

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

a) **Less than Significant Impact.** The project study area is located in the far southeast corner of Los Angeles County adjacent to Orange County and bisected by the I-5 Freeway. Fire protective services are provided within the City by the Los Angeles County Fire Department (LACFD). The City is served by two LACFD stations; Station 194 at 13540 S. Beach Boulevard and Station 49 located at 13820 La Mirada Boulevard. However, the closest LACFD station to the project area is Station 35 located at 13717 Artesia Boulevard in Cerritos. This station is approximately 1.4 miles to the west of the southern planning area and 1.9 miles southwest of the northern planning area. Response time from this station to the southern planning area would be approximately 2.4 minutes assuming a driving distance of 1.4 miles and an average driving speed of 35 miles per hour. Response time from this station to the northern planning area would be approximately 3.3 minutes assuming a driving distance of 1.9 miles and an average driving speed of 35 miles per hour. These response times are both within the LACFD system-wide standard of a five minute response time for emergency calls.

The project site is currently developed with commercial and light industrial land uses and occasionally generates calls for fire services which are typical of developed urban communities (e.g., business fires, emergency medical situations, etc.). The site is not in a Very High Fire Hazard Severity Zone (VHFHSZ) as designated by CALFIRE³⁰.

During future construction, new development sites may represent “attractive nuisances” and the developer would likely be required to install temporary fencing and lighting to preclude unauthorized access to any work sites by the public. As part of construction, permanent fencing would be installed around each development site to secure it from unauthorized public access. In addition, new commercial and manufacturing buildings would require fire alarm and the installation of fire alarms. With these design features, future development within the project study area would have a less than significant impact on City fire services and no mitigation is required.

b) **Less than Significant Impact.** The project site is located in the far southeast corner of Los Angeles County adjacent to Orange County and bisected by the I-5 Freeway. Police protective services are provided within the City by the Los Angeles County Sheriff’s Department (LACSD). The City is served via the La Mirada Community Sheriff’s Station located at 13716 La Mirada Boulevard in the City approximately 2.0 (air) miles north of the project site. Response time from this station to the project study area is approximately 5.5 minutes assuming a driving distance of 3.2 miles and an average driving speed of 35 miles per hour.

The existing land uses in the project study area currently occasionally generate calls for police services typical of developed non-residential suburban communities (e.g., auto or business theft, graffiti, assaults, etc.). During construction, future development sites may represent an “attractive nuisance” and temporary fencing and lighting may be needed to preclude unauthorized access to the sites by the public. After construction, some type of permanent fencing would likely be required and installed around the sites as needed. Permanent light fixtures would also be installed to provide adequate long-term security for future development sites which will allow the LACSD to regularly monitor each site as needed. With these design features, the project and future development within the project study area would have a less than significant impact on LACSD police services and no mitigation is required.

c) **Less than Significant Impact.** The project proposes no new development so it will have no impact on local schools. Future construction within the project study area may have indirect or incremental impacts on the Norwalk-La Mirada Unified School District (NLMUSD) which serves the City. Once operational, future non-residential development in the project study area would not add new population or housing to the City but may indirectly add students by adding employees who work within the district boundaries. Therefore, future development will be required to pay non-residential development impact fees established by the NLMUSD. With payment of established impact fees, future development in the project study area would not require any new or expanded school facilities or programs. Impacts would be less than significant and no mitigation is required.

d) **Less than Significant Impact.** The project proposes no new development so it will have no impact on local parks or recreational programs. In addition, all future development within the project study area would be non-residential which does not generate new housing or residents who would require additional park facilities. Therefore, the project and future development within the project study area would not require expansion or acquisition of recreational facilities. Impacts would be less than significant and no mitigation is required.

e) **No Impact.** The project proposes no new development so it will have no impact on local governmental services. Future development within the project study area would not involve any uses that would generate additional residents or population that could generate additional demand for public facilities such as libraries or hospitals. Therefore, there would be no impact and no mitigation is required.

4.16 - Recreation

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

a) **Less Than Significant Impact.** Park facilities and programs in the City are managed by the La Mirada Parks and Recreation Department. The City currently maintains 13 parks and recreational facilities. Future development in the project area would not impact any parks or recreational programs. The project proposes no new development at this time so it would have no impacts on park services or facilities. Future development within the project area would not generate any additional population or housing but would generate additional employees who may place incremental impacts or demand on City parks and/or recreational facilities or programs. Therefore, neither the project or future non-residential development within the project study area would significantly 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. Project impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The project proposes no new development so there are no impacts and no mitigation is required. Future development within the study area would be non-residential (i.e., commercial and manufacturing) which would not generate a need for or requirements to build any recreational facilities, Therefore, there will be no construction of new recreational facilities and no adverse physical effects to the environment. Any impacts would be less than significant and no mitigation is required.

4.17 – Transportation

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** Trip generation data for this project was generated by Ganddini using Institute of Transportation Engineers (ITE) data (Appendix B), which was then used by MIG in the CalEEMod to estimate air quality and greenhouse gas emission impacts (Appendix A). It is estimated that land uses under both existing and proposed land use and zoning designations would generate a substantial amount of additional traffic at buildout of actual future uses (see Table 4.17-1). However, Ganddini’s evaluation using ITE trip generation data indicates the proposed land use/zoning designation changes would actually generate approximately 27.5% less traffic than buildout than under the existing designations. Therefore, the project itself will result in overall less traffic over the long-term compared to existing land use and zoning designations. The trip generation estimates are based on data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (most current 11th Edition, 2021).

During the construction of future development, there may be temporary traffic impacts along local streets, however, the City typically requires projects to include construction traffic management plans that help minimize impacts in local streets during any future construction.

Table 4.17-1: Project Trip Generation

Traffic Source	AM Peak Hour Trips	PM Peak Hour Trips	Average Daily Trips (ADT)
Future Development with Existing Land Use/Zoning	1,364	4,389	47,558
Future Development with Proposed Land Use/Zoning	1,207	3,196	34,463
Difference of Proposed to Existing GP/Zoning	-157	-1,193	-13,095
Increase or Decrease?	Decrease (-27.5%)		

Source: Ganddini Group trip gen based on ITE and MIG trip gen based on CalEEMod

In terms of non-vehicular transportation, bus transit services are provided to the project area which is served by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and La Mirada Transit. Rail transit to the region is provided by Amtrak and Metrolink with the closest station being the Norwalk/Santa Fe Springs Station located at 8400 Lakeknoll Drive in Buena Park approximately 1.3 miles east of the project area. Bus routes and stops are located along Artesia Boulevard along the south boundary of the southern planning areas and along Knott Avenue along the eastern boundary of the northern planning area. At present there are no bicycle lanes on adjacent roadways although there are sidewalks on Arteria Boulevard, Knott Boulevard, and Firestone Boulevard adjacent to the project planning areas.

The project proposes no new development so it will have no impacts related to transit, pedestrian, or bicycle facilities. Future development will be able to take advantage of existing transit and pedestrian facilities adjacent to the project study area. Therefore, impacts will be less than significant and no mitigation is required.

b) **No Impact.** In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts under CEQA associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects throughout the State are required to utilize the updated CEQA guidelines recommending the use of VMT for evaluating transportation impacts as of July 1, 2020. CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation.

Since the project proposes no actual development at this time, it is not possible and overly speculative to try to estimate specific trip generation or VMT impacts of actual development in the future. Over the short-term, future development would temporarily generate trips by construction equipment and workers during construction. While it would generate some additional traffic during maintenance activities, the timing and length of time needed for those activities would be relatively short and thus no significant amount of ongoing traffic is expected. Therefore, future development would have no construction-related VMT impacts and no mitigation is required.

Future development in the study area may have long-term VMT impacts depending on its uses and square footages. Future development would be required to document its potential VMT impacts as part of its CEQA analysis within the City development review process.

c) **Less than Significant Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The project does not propose new development and does not involve any changes to the alignment or uses of existing roadways. The proposed project is also consistent with the intent and scope of the City's General Plan land use and Zoning designations. In addition, future development within the project study area is bounded on all sides by major roadways which will not be modified or realigned as part of future development and will ultimately take access from these major roadways. Therefore, the proposed project and future development in the project area would not result in any traffic safety hazards due to any design features, and impacts would be less than significant.

d) **Less than Significant Impact.** The two planning areas of the project study area are bounded by existing streets that provide emergency access to the project site and surrounding areas (i.e., Knott Avenue, Firestone Boulevard, Artesia Boulevard). The project does not propose new development so it would have no impact on emergency access. Future development in the project study area would be able to take advantage of existing streets for emergency access. Therefore, the project and future development in the project study area would not result in inadequate emergency access. Impacts would be less than significant and no mitigation is required.

4.18 – Tribal Cultural Resources

Would the project:

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

a) **Less Than Significant Impact.** Impact Section 5.a indicates the project would not result in any changes to historical resources or loss of any identified historical structures. Impacts are therefore less than significant and no mitigation is required.

b) **Less Than Significant Impact.** No actual development is proposed by the project at this time, however, this project involves a General Plan Amendment so it triggers consultation with local Native American tribes under both SB 18 and AB 52. On March 6, 2025 the City sent notifications to the following ten tribal groups/representatives to determine if they wanted to consult with the City regarding this project:

- Andrew Salas, Chairperson for the Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson for the Gabrieleño/Tongva San Gabriel Band of Mission Indians

- Sandonne Goad, Chairperson for the Gabrielino / Tongva Nation
- Sam Dunlap, Gabrieleno/Tongva Nation
- Robert Dorame, Gabrieleno/Tongva Indians of California Tribal Council
- Bernie Acuna, Gabrielino-Tongva Tribe
- Joseph Ontiveros, Soboba Band of Luiseño Indians
- Conrad Acuna, Gabrielino-Tongva Tribe
- Linda Candelana, Gabrielino-Tongva Tribe
- John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation

It should be noted this list of local Native American tribal groups was identified by the State Native American Heritage Commission (NAHC) for the City of La Mirada.

- City staff did not receive any requests for consultation from the notified tribal representatives. Therefore, no further consultation under AB 52 or SB 18 was conducted.

With implementation of standard City conditions of approval and/or standard measures recommended by local tribes, future development within the project study area would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be reduced to less than significant levels.

4.19 - Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** Wastewater generated by development in the project area is treated at the Los Coyotes Water Reclamation plant that is owned and operated by the Los Angeles County Sanitation Districts (LACSD). The project itself proposes no new development so it will not generate any amount of wastewater. The Los Coyotes Water Reclamation Plant has adequate capacity to serve buildout conditions of the City which take into account the land use/zoning changes proposed by the project. This is because according to the SDLAC website²⁸, commercial and manufacturing uses have equivalent wastewater generation rates so the change in land uses in these two categories would not affect overall wastewater generation from the planning area. Future development within the project study area would be required to meet all wastewater treatment requirements of the Regional Water Quality Control Board and the SDLAC before a wastewater discharge permit would be issued. The receipt of a wastewater discharge permit by future development project applicants would ensure their projects meet or exceeds the wastewater treatment requirements of the Regional Water Quality Control Board. As a result, these projects would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board and their impact will be less than significant.

Existing electricity, natural gas, storm drain, water and telecommunications facilities are located in the major streets adjacent to the project study area (i.e., Firestone Boulevard, Artesia Boulevard, and Knott Avenue). Utilities would be upgraded if needed by individual development projects. All required utility upgrades (if any) would be completed within existing easements and rights-of-way. At this time it is anticipated that no existing utilities would have to be relocated or upgraded that would result in significant environmental impacts. Future development within the project area would be generally consistent with General Plan buildout projections so it would have less than significant impact to existing water, sewer and wastewater facilities, storm drain, electrical, natural gas and telecommunication facilities.

b) **Less than Significant Impact.** The Suburban Water District (SWD) provides potable water to the project study area. The project itself proposes no development at this time so it would have no significant impact on water consumption. Under the proposed project, future development in the project study area would result in a long-term change in the mix of land uses.

The project would result in approximately 20.4 acres being changed from manufacturing to commercial and 16.5 acres being changed from commercial to manufacturing. Table 2 in the Project Description indicates buildout under the existing general plan/zoning designations would result in 443,024 square feet of manufacturing uses (M-2) and 1,431,314 square feet of commercial uses (C-F). Under the proposed general plan/zoning designations, the project study area would build out with 1,772,094 square feet of commercial uses and 357,829 square feet of manufacturing uses. Therefore, the proposed land use/zoning changes would result in a buildout increase of 340,780 square feet in commercial uses and a decrease of 85,195 square feet in manufacturing uses. Those incremental

changes in non-residential land uses would not have a significant impact on water supplies as the number of employees and the use of water per square foot or acre of these uses is similar according to the SWD 2020 UWMP.

Based on the Urban Water Management Plan for La Mirada the city has an adequate water supply to meet the demand of the project into the future. The project would have a less than significant impact on water supply.

c) **Less than Significant Impact.** As outlined in Section 4.19(a) above, the project itself proposes no new development so it will not generate any amount of wastewater. The Los Coyotes Water Reclamation plant has adequate capacity to serve buildout conditions of the City which take into account the land use/zoning changes proposed by the project. Future development within the project study area would be required to meet all wastewater treatment requirements of the Regional Water Quality Control Board and the SDLAC before a wastewater discharge permit would be issued. The receipt of a wastewater discharge permit by future development project applicants would ensure their projects meet or exceeds the wastewater treatment requirements of the Regional Water Quality Control Board. As a result, these projects would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board and their impact will be less than significant.

d) **Less Than Significant Impact.** Significant impacts could occur if waste from future development within the project study area would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. EDCO Waste and Recycling Services is the contract solid waste hauler for the City of La Mirada and would serve future development within the project area. Solid wastes collected from future development would be recycled and the non-recyclable material hauled to one of the three landfills in Orange County that serve the City. In addition, the City adopted a Source Reduction and Recycling Element (SRRE) that outlined the City's commitment to a 50% reduction in waste to the landfill by 2000 which did occur. EDCO Disposal actively recycles 50% of the solid waste that is collected and will recycle the solid waste generated by the project. Demolition and construction debris from future development, such as concrete and asphalt, will either be ground into small pieces and reused on development sites as base material for parking lots and driveways or sold to a recycler. Other types of debris such as rocks, metal, wood, etc. that cannot be recycled would be hauled to a landfill. Once a specific development project was constructed and operational, approximately 50% would be recycled and the balance of non-recycled material would be hauled to a landfill. The landfills have a current daily capacity of 24 million pounds or 12,000 tons. Solid wastes that would be generated by future development that would be hauled to area landfills represents a nominal amount of the solid waste that is hauled daily to the landfills in Orange County. In addition, the land use/zoning changes proposed by the project would not result in a significant change in the overall amount of solid waste generated by buildout of the project study area compared to existing land use/zoning designations. Therefore, the impact of the solid waste generated by future development within the project study area would be less than significant.

e) **Less than Significant Impact.** The City of La Mirada complies with all federal, state, and local statutes and regulations related to solid waste. The project would not result in new development so it would have no solid waste impacts at this time. Future development within the project area would be required to comply with all applicable solid waste statutes and regulations. Therefore, the proposed project and future development within the project study area would comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as part of its design as a public works project. Therefore, a less than significant impact would occur.

4.20 – Wildfire

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** According to the State Department of Forestry and Fire Prevention (CALFIRE)³⁰, the project site is not within a State Responsibility Area (SRA) or a Local Responsibility Area (LRA) for wildland fires and is not classified as a Very High Fire Hazard Severity Zone (VHFHSZ). In the event of an emergency or need to evacuate, employees in the project study area would use local streets and Knott Avenue, Artesia Boulevard, and Firestone Boulevard to move away from an urban fires that may occur in the area. However, the project area would not be subject to wildfires due to its urban nature. Therefore, future development within the project study area would not hinder or slow any evacuation, Therefore, the project would not substantially impair any adopted emergency response plan or emergency evacuation plan. No impact would occur and no mitigation is required.

b) **No Impact.** The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) based on maps prepared by the California Department of Forestry and Fire Protection (CALFIRE)³⁰.

The project site supports and is surrounded by various types of urban development, including commercial, office, light industrial, and warehousing. Future buildings in the project area would be constructed largely of non-flammable materials (e.g., concrete, rock, etc.), have fire alarm systems, and install fire sprinkler systems. Therefore, the project would not exacerbate urban or wildfire risks, thereby exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur and no mitigation is required.

c) **No Impact.** The project site is not located within or near any State Responsibility Areas or a Local Responsibility Area (LRA) for wildland fires and is not classified as a Very High Fire Hazard Severity Zone (VHFHSZ)³⁰. As a result, no future development or related improvements within the project study area would exacerbate fire risk or would result in a temporary or ongoing impact from wildfires requiring the installation or maintenance of associated infrastructure that may exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment. No impact would occur and no mitigation is required.

d) **No Impact.** The project site is not located in a VHFHSZ but is not within or near a State Responsibility Area. According to the City General Plan Safety and Community Services Element¹², the project area is located in FEMA Zone X which means those areas are outside of the 500-year floodplain. The project area is flat so no fire conditions would result in landslides, rockfalls, or erosion impacts even when heavy storms occur. Future development within the project study area are required to be designed to temporarily detain or impede storm flows to help reduce offsite flooding risks from major storms. Therefore, impacts would be less than significant and no mitigation is required.

4.21 – Mandatory Findings of Significance

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

a) **Less than Significant Impact.** The project study area is urban in nature and almost fully developed with a variety of non-residential land uses with two improved flood control channels bordering the site to the north and west. Section 4.4 indicates the proposed project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species. Impacts to burrowing owl or migratory birds would be less than significant with implementation of standard conditions of approval or mitigation to conduct pre-construction surveys for these species if needed.

Section 4.5 indicates the proposed project would have less than significant impacts on historical resources as there are none present, or archaeological/tribal resources with implementation of standard conditions or standard mitigation measures typically recommended by local tribal representatives. Any measures to address cultural resources would also address impacts addressed in Section 4.16 regarding Tribal Cultural Resources and coordination with local Native American tribes.

b) **Less than Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long-term, due to the permanent land-use changes and operational characteristics involved with future development within the project study area. The project itself proposes no new development so it would not make any contributions to any potential cumulative impacts. There are no large development

or public works projects in the vicinity of the proposed project so the “universe” for cumulative impacts relative to the project is the City of La Mirada. Cumulative impacts are expected to be less than significant since the project proposes land use/zoning changes that are within the scope of the growth and buildout identified in the City General Plan and its EIR. The analysis in Sections 4.1 through 4.20 demonstrates the proposed project will have no impacts since no development is proposed at this time. The analysis also indicates that construction and operation of new development in the future within the project study area will result in environmental impacts. However, most of these impacts would likely be less than significant, although the analysis in Sections 4.1 through 4.20 indicated that some impacts like biological resources may require site specific mitigation once specific development was proposed.

Future development will require discretionary approval from the City of La Mirada so each project will require some type of CEQA documentation as part of the City’s development review process. This subsequent analysis will determine if any future development results in cumulative impacts at the time a specific development is proposed on a specific site. At this time the only conclusion that can be drawn from this analysis is that the proposed project, since it does not propose any development at this time, would not result in any cumulative impacts.

c) **Less than Significant Impact.** The environmental analysis provided in Section 4.3 concludes that emissions of criteria pollutants and other air quality impacts of buildout under the proposed land uses and zoning designations would be less than those under the existing land use and zoning designations. Similarly, Section 4.8 concludes that impacts related to climate change and greenhouse gas emissions would be less than those under the existing general plan and zoning as well. The project itself proposes no new development so it would have no impacts relative to human health.

Based on the preceding analysis of potential impacts in the responses to items 4.1 through 4.20, no evidence is presented that this proposed project, or future development within the project study area, would degrade the quality of the environment. Impacts related to degradation of the environment, biological resources, hydrology and water quality would be less than significant with regulatory compliance. Therefore, the proposed project would not have environmental effects which would cause substantial adverse effects on humans, either directly or indirectly.

5.1 – List of Preparers

City of La Mirada

13700 La Mirada Boulevard
La Mirada, California 90638
(562) 943-0131

- Manuel Muñoz, Community Development Director

Moore-Iacofano-Goltsman, Inc. (MIG)

1650 Spruce Street, Suite 106
Riverside, California 92507
(951) 787-9222

- Bob Prasse, Director of Environmental Services
- Kent Norton, AICP, REPA, Senior Environmental Planner
- Chris Dugan, Director of Air Quality, GHG, and Noise Services
- Betty Kempton, Senior Biologist and GIS Analyst
- Duncan Edwards, Assistant Planner

Ganddini Group, Inc.

555 Parkcenter Drive, Suite 225
Santa Ana, CA 92705
714-795-3100

Giancarlo Ganddini, PE, PTP, Principal
Bryan Crawford, Senior Transportation Planner

5.2 – Persons and Organizations Consulted

- N/A

5.3 – Bibliography/Endnotes

- 1 Caltrans. *California State Scenic Highway System Map*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> [Accessed February 15, 2023].
- 2 City of La Mirada Municipal Code. *Development Code, Section 21.70.070, Outdoor Lighting*. https://library.municode.com/ca/lamirada/codes/development_code [Accessed September 15, 2024].
- 3 California Department of Conservation. *California Important Farmland Finder*. <https://maps.conservation.ca.gov/DLRP/CIFF/> [Accessed September 15, 2024].
- 4 City of La Mirada General Plan, Land Use Element, March 25, 2003. <https://www.cityoflamirada.org/departments/community-development/planning/general-plan> [Accessed September 15, 2024].
- 5 Los Angeles County Office of the Assessor. *Williamson Act, Parcels*. <https://assessor.lacounty.gov/homeowners/property-search> [Accessed September 15, 2024].
- 6 *Air Quality and Greenhouse Gas Emission Calculations*. MIG, Inc. November 2024.
- 7 US Fish and Wildlife Service, Southwestern Willow Flycatcher Habitat Viewer. <https://usgs.maps.arcgis.com/apps/webappviewer/index.html> [Accessed October 2024].
- 8 U.S. Fish and Wildlife Service. National Wetlands Inventory Website. <https://www.fws.gov/program/national-wetlands-inventory> [Accessed July 2024]
- 9 U.S. Environmental Protection Agency. Federal Clean Water Act. 33 USC Section 1251 et seq (1972). <https://www.epa.gov/laws-regulations/summary-clean-water-act>
- 10 City of La Mirada. *General Plan Safety and Community Services Element*. March 25, 2003. <https://www.cityoflamirada.org/departments/community-development/planning/general-plan> [Accessed October 2024].
- 11 California Green Building Code Standards. State of California. 2022. <https://up.codes/viewer/california/ca-green-code-2022> [Accessed August 2024].
- 12 State Water Resources Control Board. *Geotracker website*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=city+of+duarte> [Accessed September 17, 2024].
- 13 State Department of Toxic Substances Control (DTSC). EnviroStor website. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=city+of+duarte> [Accessed September 17, 2024].

- 14 California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/sitecleanup/corteselist/> [Accessed September 17, 2024].
- 15 California Department of Toxic Substances Control. DTSC’s Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCE+S+SITE+LIST+%28CORTESE%29 [Accessed September 17, 2024].
- 16 California State Water Resources Control Board. <https://calepa.ca.gov/sitecleanup/corteselist/> [Accessed February 17, 2023].
- 17 California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <https://calepa.ca.gov/sitecleanup/corteselist/> [Accessed September 17, 2024].
- 18 California State Water Resources Control Board. List of Active CDO and CAO. <https://calepa.ca.gov/sitecleanup/corteselist/> [Accessed September 17, 2024].
- 19 California Department of Toxic Substances Control. Cortese List: Section 65962.5(a). <https://calepa.ca.gov/sitecleanup/corteselist/> [Accessed September 17, 2024].
- 20 California Department of Forestry and Fire Protection (CALFIRE), *Fire Resource and Assessment Program (FRAP)*. <https://osfm.fire.ca.gov/media/5816/duarte.pdf> [Accessed September 17, 2024].
- 21 California Waterboards, Dam Breach Inundation Map Website. https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2 [Accessed November 2024]
- 22 City of La Mirada. *General Plan Land Use Element*. [Accessed September 2024]. <https://www.cityoflamirada.org/departments/community-development/planning/general-plan>
- 23 City of La Mirada, *Zoning Map*. 2012. [Accessed October 2024] <https://www.cityoflamirada.org/home/showpublisheddocument/5677/635804281735200000>
- 24 California Department of Conservation (DOC). *SMARA Study Area SR 143-4, Special Report 143: Part IV, Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, San Gabriel Valley, Production-Consumption Region*. 1982. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> [Accessed September 2024].
- 25 City of La Mirada. Open Space and Conservation Element. March 25, 2003. <https://www.cityoflamirada.org/departments/community-development/planning/general-plan> [Accessed February 17, 2023].
- 26 Caltrans. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Sacramento, California. September 2013. [Accessed November 2024].

-
- ²⁷ U.S. Federal Highway Administration (FHWA) “Construction Noise Handbook, Chapter 9 Construction Equipment Noise Levels and Ranges” August 2017.
https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm
[Accessed November 2024].
- ²⁸ Los Angeles County Sanitation Districts (LACSD). www.lacsd.org [Accessed February 2025]
- ²⁹ Caltrans. Caltrans’ Transportation and Construction Vibration Guidance Manual. April 2020.
[Accessed November 2024].
- ³⁰ U.S. Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC. September 2018. [Accessed November 2024].
- ³¹ City of Fullerton. Fullerton Municipal Airport Master Plan Update. Section 9 Environmental Evaluation. 2004. Figures 9-2 and 9-3. Prepared by AECOM. May 2015.
https://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf [Accessed November 17, 2024].