



Initial Study

Xebec Bandini Blvd. Project 6600 Bandini Blvd. Commerce, California



**City of Commerce
Community Development Department
2535 Commerce Way
Commerce, California 90040**

July 2006



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Mitigated Negative Declaration

City of Commerce • Xebec-Bandini Project • 6600 Bandini Blvd.



MITIGATED NEGATIVE DECLARATION

Project Name: Xebec Bandini Development

Applicant: Xebec LLC. Commerce, California

Applicant Address: 3010 Old Ranch Parkway, Suite 450. Seal Beach California

City and County: Commerce, Los Angeles County

Project Description: The City of Commerce Community Development Department, in its capacity as the Lead Agency, is reviewing a development application for a proposed manufacturing and warehouse development. The proposed project will involve the demolition of the existing on-site improvements and the construction of a new 63,489 square foot structure.

Findings: The environmental analysis provided in this Initial Study indicates that the proposed project will not result in any significant adverse impacts. For this reason, the City of Commerce has determined that a mitigated negative declaration is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained herein:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment with the implementation of the required mitigation.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The findings of the Initial Study are summarized in the Initial Study Checklist provided on the following pages. The project is described in greater detail in Section 2 of the attached Initial Study.

Signature

Date



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
LAND USE AND DEVELOPMENT IMPACTS. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
d) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
e) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
f) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X
POPULATION AND HOUSING IMPACTS. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
TRANSPORTATION AND CIRCULATION IMPACTS. <i>Would the project:</i>				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?				X



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?				X
e) Result in inadequate parking capacity?		X		
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
g) Result in waterborne or air traffic impacts?				X
h) Result in hazards or barriers for pedestrians or bicyclists?				X
EARTH RESOURCES AND GEOLOGY IMPACTS. <i>Would the project result in or expose people to potential impacts involving:</i>				
a) The risk of loss or death involving 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 rupture?				X
b) Substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?				X
c) Substantial soil erosion or the loss of topsoil?				X
d) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
e) Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
f) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
g) Unique geologic or physical features?				X
WATER AND HYDROLOGY IMPACTS. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		X		



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✗
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✗
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site?				✗
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				✗
f) Substantially degrade water quality?				✗
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✗
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?				✗
i) Expose people or structures to a significant risk of flooding as a result of dam or levee failure?				✗
j) Result in inundation by seiche, tsunami, or mudflow?				✗
AIR QUALITY IMPACTS. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?				✗
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✗	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✗	



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?				✗
e) Create objectionable odors affecting a substantial number of people?				✗
f) Alter air movement, moisture, or temperature, or cause any change in climate?				✗
BIOLOGICAL RESOURCES IMPACTS. <i>Would the project have a substantial adverse effect:</i>				
a) 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) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✗
c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✗
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✗
e) In conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✗
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✗
ENERGY AND MINERAL RESOURCES IMPACTS. <i>Would the project:</i>				
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?				✗
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?				✗
c) Conflict with adopted energy conservation plans?				✗



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d) Use non-renewable resources in a wasteful and inefficient manner?				X
RISK OF UPSET AND HUMAN HEALTH IMPACTS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
NOISE IMPACTS. <i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of people to or generation of excessive ground-borne noise levels?				X
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
PUBLIC SERVICES IMPACTS. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</i>				
a) Fire protection services?				X
b) Police protection services?				X
c) School services?				X
d) Library facilities?				X
e) Other governmental services?				X
UTILITIES IMPACTS. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
AESTHETIC IMPACTS. <i>Would the project:</i>				
a) Affect a scenic vista?		X		
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
CULTURAL RESOURCES IMPACTS. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
e) Have the potential to cause a physical change that would affect unique ethnic cultural values?				X



Table 1 Initial Study Checklist				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
f) Impact an existing religious or sacred uses within the potential impact area?				X
RECREATION IMPACTS. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X



Section 1 - Introduction

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1.1 Purpose of Initial Study

The City of Commerce Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a request for a manufacturing and warehouse use for a 108,351 square foot (2.49-acre) property located at 6600 Bandini Boulevard. The proposed project, if approved, will involve the demolition of the existing on-site improvements and the construction of a new structure that will have a total floor area of 63,489 square feet. The proposed use is described in greater detail in Section 2. As part of the project's environmental review, the City of Commerce authorized the preparation of this Initial Study.¹

This Initial Study includes the analysis required to support findings of the Mitigated Negative Declaration required by the City pursuant to the California Environmental Quality Act (CEQA). This Initial Study provides an evaluation of the collective effects of the proposed use and determines the nature and scope of the subsequent environmental analysis, mitigation, and review that may be required. The CEQA Guidelines state that the purposes of an Initial Study are:

- To provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for the proposed use;
- To facilitate a project's environmental assessment early in the design and development of the project; and,
- To eliminate unnecessary EIRs.

1.2 Format of Initial Study

The format and structure of this Initial Study generally reflects that of the Initial Study Checklist provided herein. The following is an annotated outline summarizing the contents of this Initial Study:

- *Section 1. Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

¹ California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines) § 15050.

- *Section 2 Project Description*, provides an overview of the proposed project's location and its physical and operational characteristics.
- *Section 3 Environmental Analysis*, contains a discussion of the existing conditions and analyzes the potential impacts associated with the proposed use.
- *Section 4 Findings*, provides a discussion of how the proposed use may yield or have the potential for significant effects on the resource/issue areas analyzed herein.
- *Section 5 References*, contains a list of preparers and references used in the preparation of this Initial Study.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of Commerce, acting as the Lead Agency. As part of the standard development approval process, the proposed project must comply with other pertinent public agency regulations that may include, but not be limited to, those of the South Coast Air Quality Management District (SCAQMD), the Regional Water Quality Control Board, the Los Angeles County Fire Department, and the City of Commerce.





Section 2 - Project Description

City of Commerce • Xebec-Bandini Project • 6600 Bandini Blvd.



2.1 Project Location

The proposed project site, consisting of 108,851 square feet (2.49-acres), is located in the southeastern portion of the City of Commerce.² The City of Commerce is located approximately 6 miles southeast of downtown Los Angeles and is bounded by the City of Montebello on the east, unincorporated East Los Angeles on the north, the cities of Vernon, Bell, and Maywood on the west, and the City of Bell Gardens on the south.³ The location of the City of Commerce, in a regional context, is shown in Exhibit 1. The project site's location in the City is shown in Exhibit 2

The project site is located along the south side of Bandini Boulevard between Malt Avenue (on the west) and Garfield Avenue (on the east). Garfield Avenue, a major north-south arterial in the City is located approximately 375-feet to the east of the site. The project site is rectangular in shape with an average lot width of 332 feet and an average lot depth of 375 feet. The site's frontage along the south side of Bandini Boulevard is approximately 332 feet. Access to the site is provided by a driveway connection with the south side of Bandini Boulevard. The site's address is 6600 Bandini Boulevard.⁴ The location in a local context is shown in Exhibit 3.

2.2 Environmental Setting

The project site is located in the southerly portion of the City within an industrial district. Land uses within the area are dominated by warehousing, manufacturing, distribution, and trucking uses. In addition, the properties on both the west and east sides of the project site are presently unoccupied. Several large manufacturing and distribution uses are located opposite the project site on the north side of Bandini Boulevard. A railroad right of way extends along the site's southerly side. Industrial and warehousing uses are located further south (south of the railroad right-of-way). The project site is currently developed and occupied by a number of structures. The buildings and the property are presently occupied though the most recent tenant was Event Technical Services. With the exception of a landscape yard area located along the Bandini Boulevard setback, the site's surface area is covered over by impervious surfaces that include paved surface areas and

² Calvert Architectural Group, Inc. *Site Plan, P-1*. 2006.

³ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*.

⁴ Calvert Architectural Group, Inc. *Site Plan, P-1*. 2006.

buildings. As indicated in Exhibit 4 that is an aerial photograph of the site, the main structure that includes a manufacturing area and offices is located in the northern portion of the site near Bandini Boulevard. A second smaller structure is located in the southwestern corner of the site. The existing on-site structural improvements that are to be demolished total approximately 30,544 square feet of floor area.

2.3 Physical & Operational Characteristics

The proposed project calls for the existing on-site buildings and other improvements to be demolished to accommodate the proposed development. The proposed project will consist of the following elements:

- The existing buildings (30,544 square feet of floor area) and the other on-site improvements will be demolished to accommodate the proposed development.
- A new concrete tilt-up structure will be constructed. The total floor area of the new structure will be 63,489 square feet. Within the proposed new structure, approximately 5,000 square feet will be devoted to office and mezzanine uses. The remaining 58,439 square feet of floor area will be devoted to manufacturing and distribution activities.
- The site plan indicates that truck high loading docks will be provided along the buildings west-facing elevation. A total of 6 truck-high doors will be provided.
- The proposed structure will occupy approximately 56% of the lot (lot coverage). The floor area ratio of the proposed project will be 0.58. Landscaping will be provided along the Bandini Boulevard frontage where a 15-foot setback will be provided. The landscaped areas will total 5% of the total site area.
- As indicated above, the building's front yard setback will be 15-feet in conformance to the City of Commerce Zoning Ordinance. No side or rear yard setbacks are required for parcels located in the M-2 zone. However, the proposed building will be setback from the rear property line by approximately 60-feet and from the west side property line by 65 feet. Parking and truck maneuvering areas will be located within these areas.



- As indicated above, parking areas will be provided along the property's west and south sides. A total of 60 standard-sized stalls will be provided. In addition, 6 truck parking spaces will be provided along the site's southerly side. A total of 21 stalls including 2 handicapped stalls will be located near the building's main entrance. This parking area will be separated from the truck loading and maneuvering areas and other parking areas located in the site's interior by an 8-foot high gate.
- Access to the proposed project site will be provided by a single curb cut located along the south side of Bandini Boulevard. The existing driveway will be modified to accommodate the proposed development. These modifications will include the relocation of an existing power line pole. The site plan indicates the proposed driveway will have a minimum width of 26-feet. A mitigation measure provided herein calls for a driveway width of 35-feet. The drive aisles will have a minimum width of 26-feet with a minimum lane width of 12-feet, 2-inches.

The project site is currently designated as *Industrial* in the Commerce General Plan and is zoned as *Heavy Manufacturing (M-2)*. This designation permits a wide range of industrial and commercial activities including those uses contemplated as part of the current application. Table 2 summarizes the key elements of the proposed project. The proposed site plan is shown in Exhibit 5.

Table 2 Overview of Project	
Use	Description
Total Site Area	108,851 sq. ft. 2.49-acres
Floor Area of Building	63,489 sq. ft.
Office & Mezzanine	5,000 sq. ft.
Manufacturing & Distribution	58,489 sq. ft.
Lot Coverage	56%
Landscaping	5,443 sq. ft. (5%).
Parking (standard)	60 stalls
Parking (trucks)	6 positions
Calvert Architectural Group, Inc. <i>Site Plan, P-1</i> . 2006.	

2.4 Project Objectives

The project Applicant, Xebec LLC. is seeking to accomplish the following objectives with the proposed project:

- To efficiently utilize the site;
- To operate a new warehouse to meet the current and projected demand; and,
- To realize a fair return on their investment.

The City of Commerce seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with future land development; and,
- To ensure that the proposed development is in conformance with the policies and objectives of the City of Commerce General Plan.

2.5 Discretionary Actions

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of Commerce) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following discretionary approvals from the City:

- The approval of the proposed site plan; and,
- The approval of the Mitigated Negative Declaration.



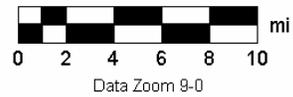
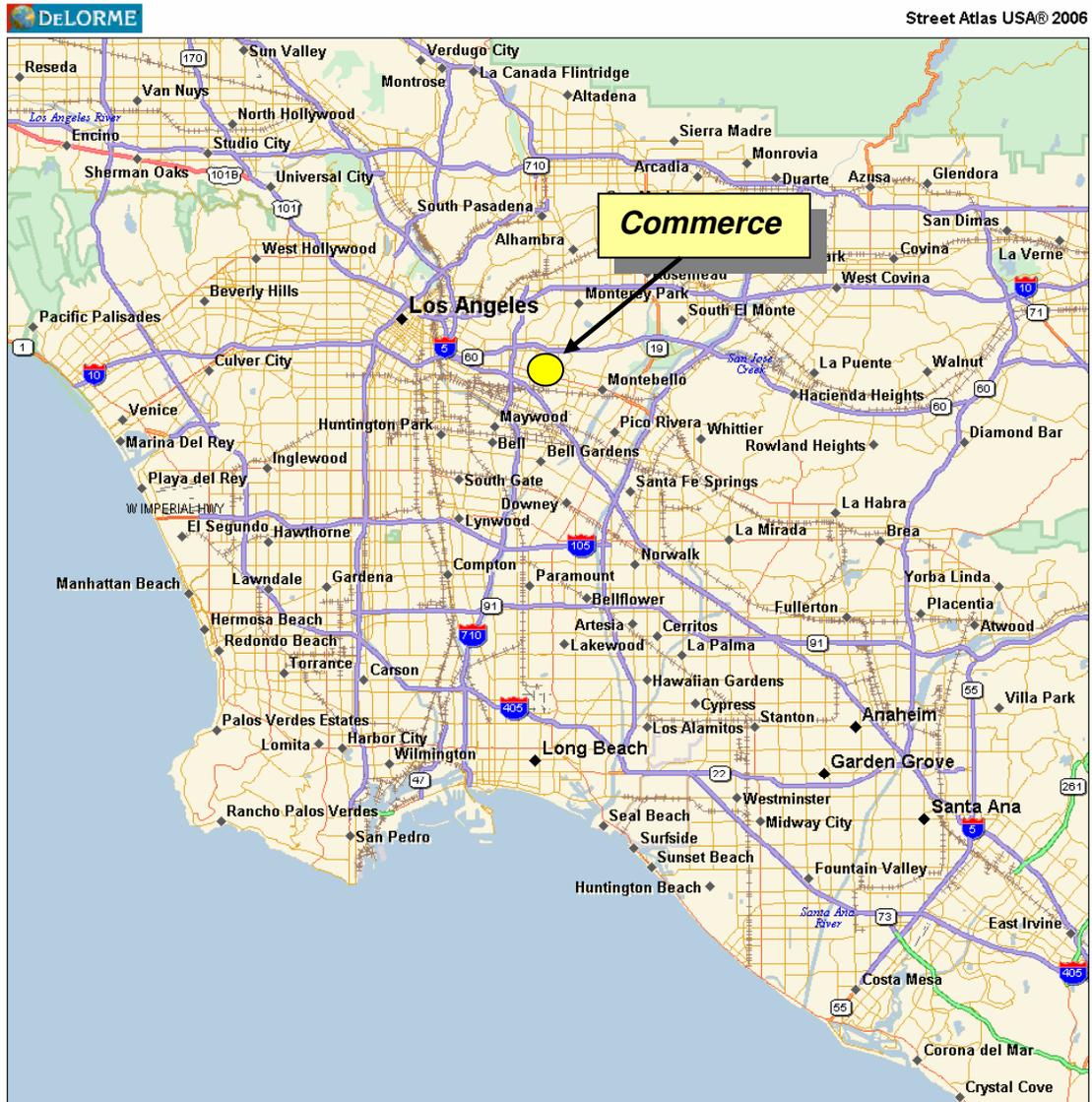


Exhibit 1
Regional Location of Commerce
Source: Blodgett • Baylosis • Associates

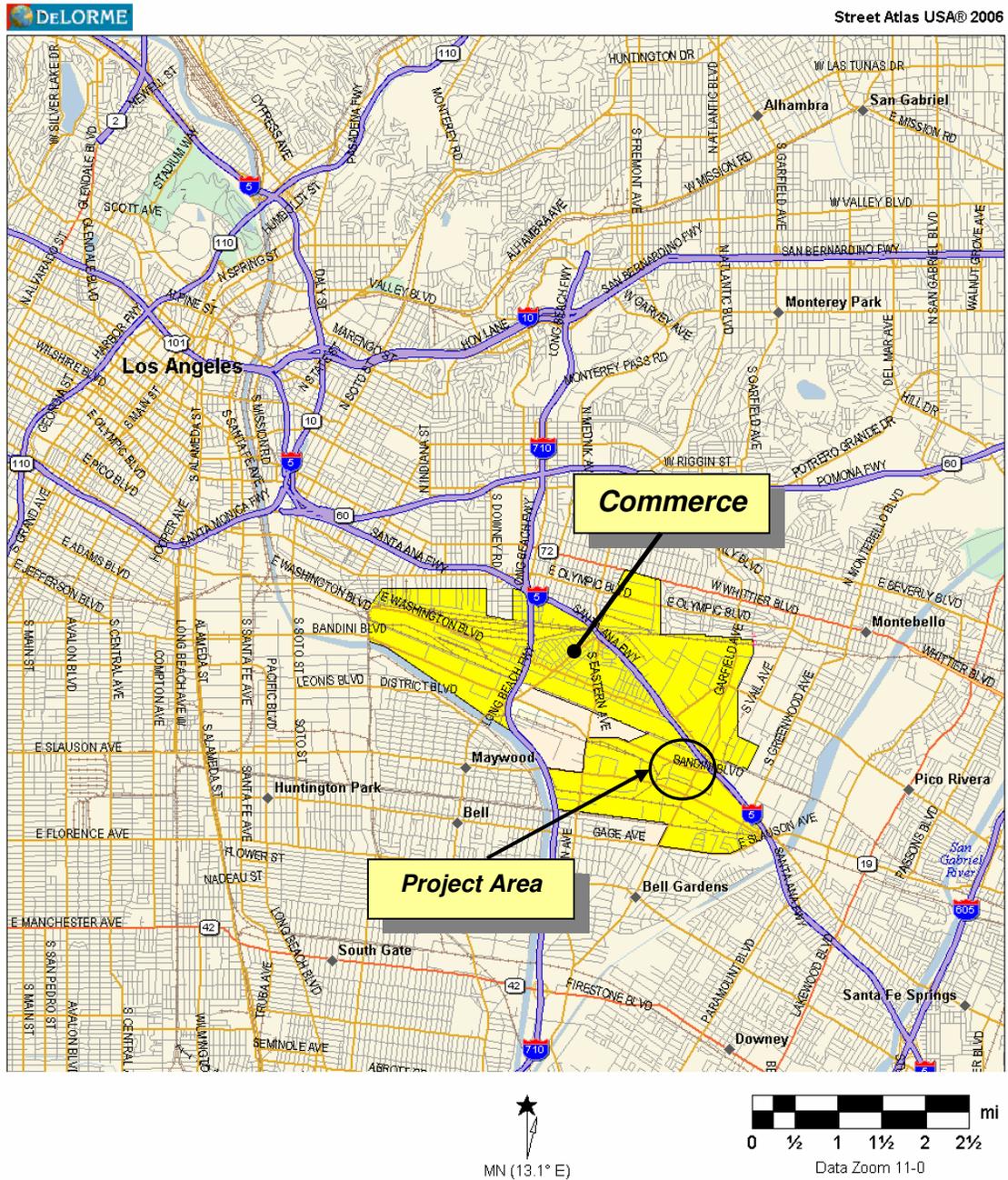


Exhibit 2
City Overview
Source: Blodgett • Baylosis • Associates

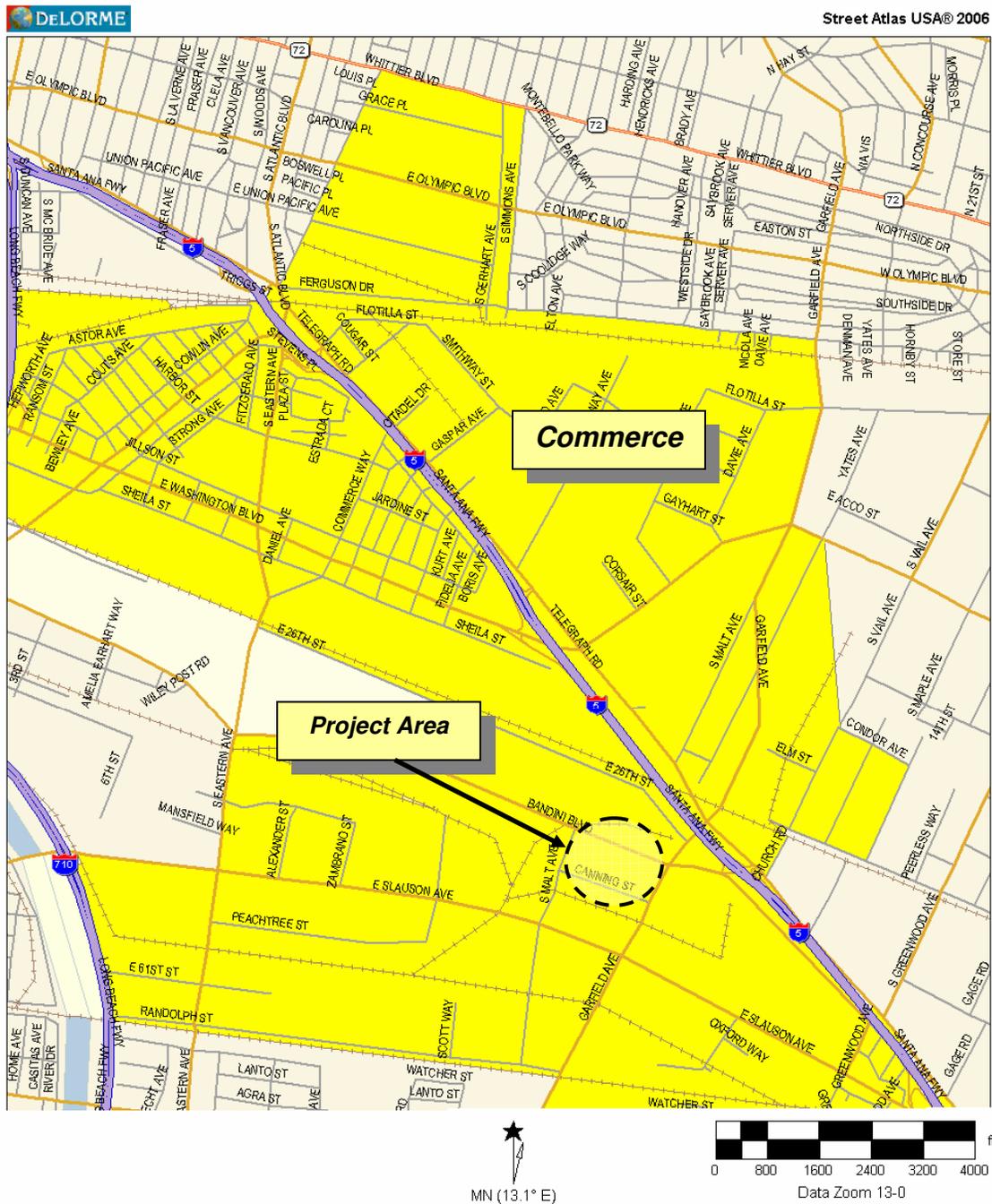


Exhibit 3
Vicinity Map
Source: Blodgett • Baylosis • Associates

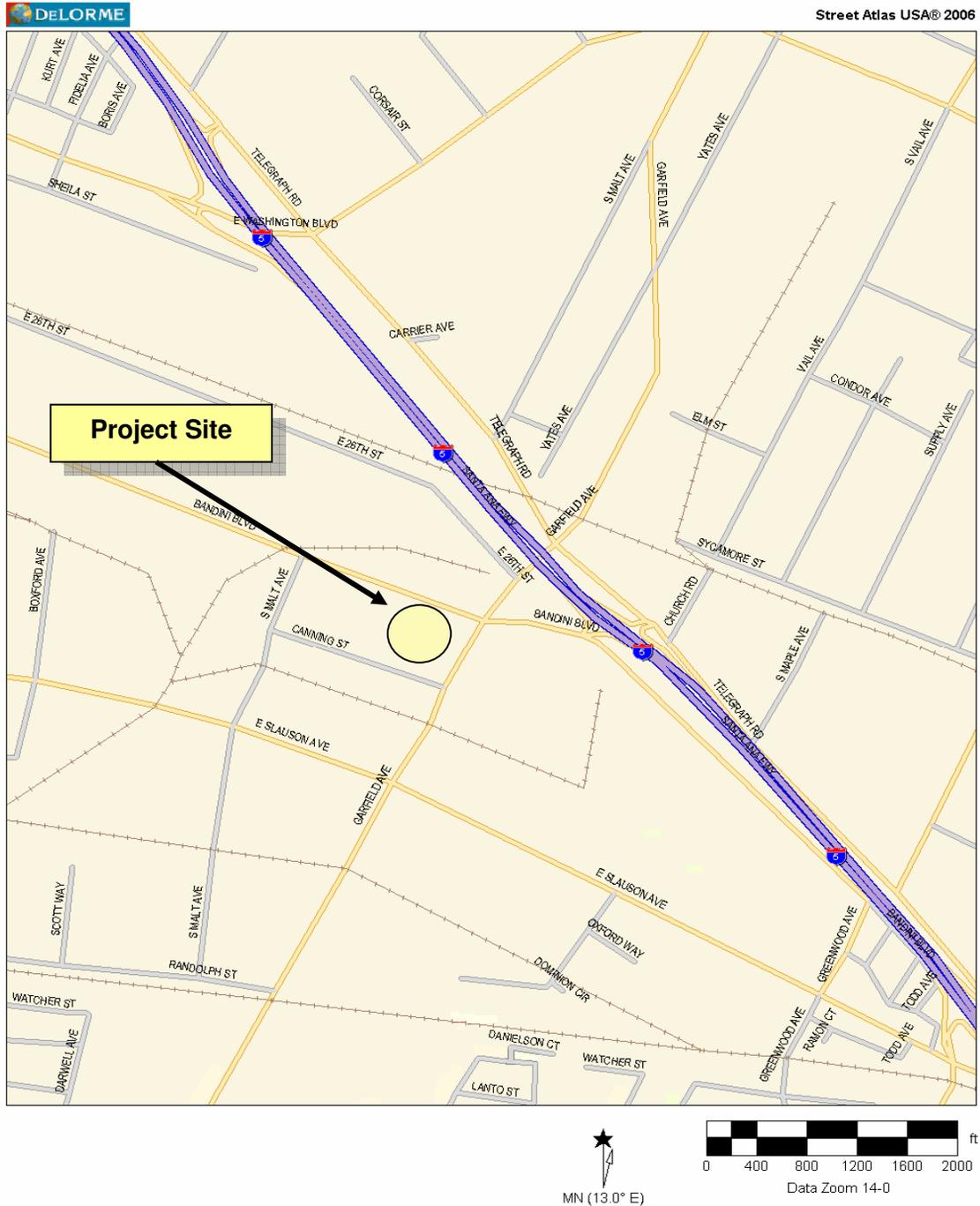


Exhibit 4
Local Area
Source: Blodgett • Baylosis • Associates

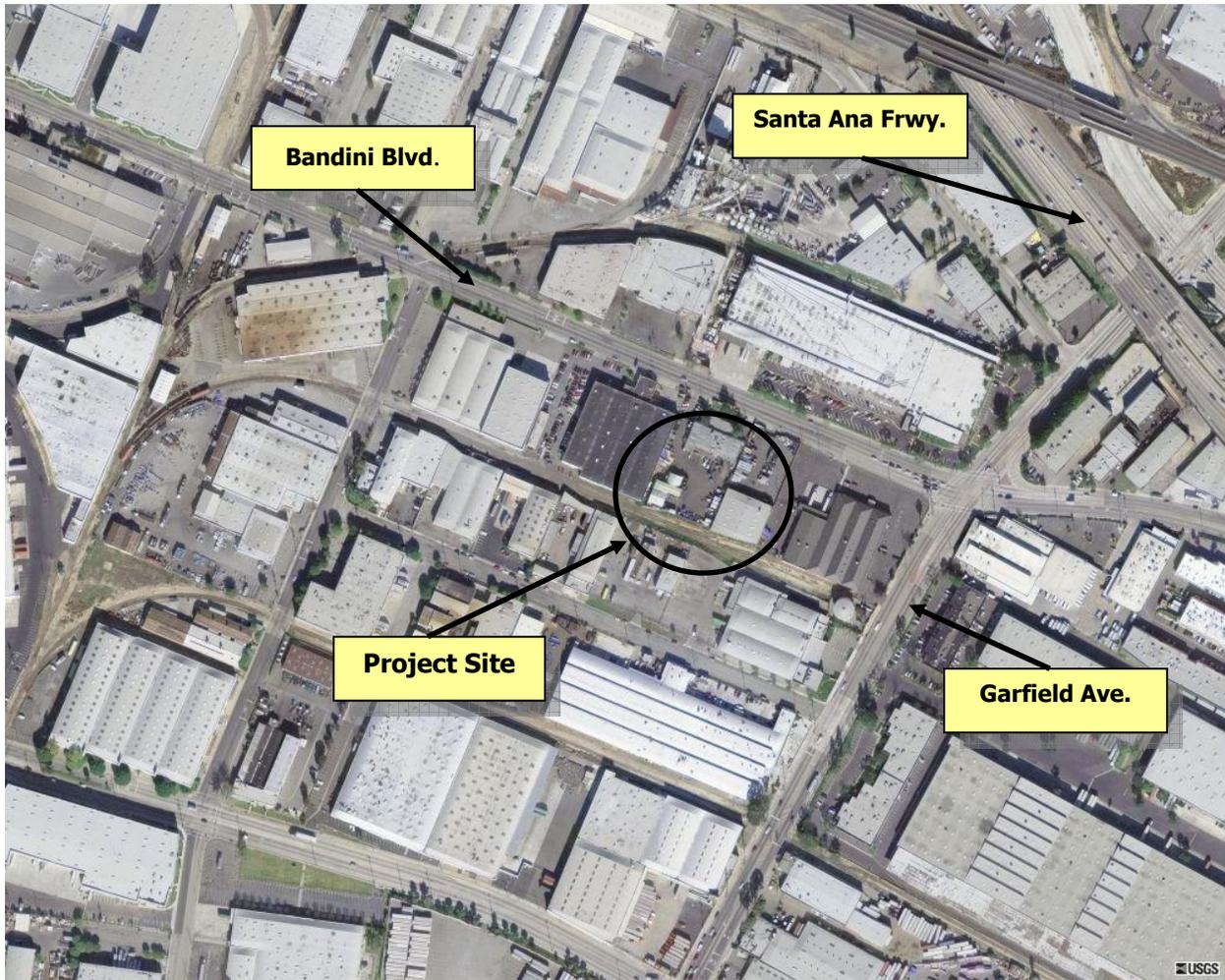


Exhibit 5
Aerial Photograph
Source: Blodgett • Baylosis • Associates



Section 3 - Environmental Analysis

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3.1 Introduction

The issue areas evaluated in this Initial Study include the following:

- Land Use and Development (Section 3.2);
- Population and Housing (Section 3.3);
- Transportation and Circulation (Section 3.4);
- Earth and Geology (Section 3.5);
- Water and Hydrology (Section 3.6);
- Air Quality (Section 3.7);
- Biological Resources (Section 3.8);
- Energy and Mineral Resources (Section 3.9);
- Risk of Upset/Human Health (Section 3.10);
- Noise (Section 3.11);
- Public Services (Section 3.12);
- Utilities (Section 3.13);
- Aesthetics (Section 3.14);
- Cultural Resources (Section 3.15); and,
- Recreation (Section 3.16).

For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed use will not have any measurable environmental impact on the environment and no further analysis is required.
- *Less Than Significant Impact.* The proposed use may have the potential for impacting the environment, although these impacts are likely to be below levels or thresholds that are significant.
- *Potentially Significant Impact Unless Mitigated.* The proposed use may have the potential to generate impacts though the level of impact may be reduced to levels that are considered to be less than significant with the implementation of the recommended mitigation measures.
- *Potentially Significant Impact.* The proposed use may, or is known to represent impacts, which are considered significant.

3.2 Land Use & Planning Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a

significant impact on land use and development if it results in any of the following:

- A disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project;
- A conflict with any applicable conservation plan or natural community conservation plan;
- The conversion of prime farmland, unique farmland or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract; or
- Changes to the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural uses.

Analysis of Environmental Impacts

- A. *Would the project physically divide an established community or otherwise result in an incompatible land use? No Impact.*

A number of established industrial and warehousing businesses are located in the vicinity of the project site. A spur track extends along the site's south side.⁵ Land uses located in the vicinity of the project site are summarized in Table 3.

Location	Use
North (adjacent to site)	Bandini Blvd.
North (north of Bandini Blvd.)	Warehousing and Industrial
East (adjacent to site)	Warehousing and Industrial
South	Railroad right-of-way
West	Warehousing and Industrial

Source: Blodgett/Baylosis Assoc., Inc. Site Survey. 2006.

⁵ Blodgett/Baylosis Associates. *Site Survey*. June 2006



No residential land uses or areas designated for residential uses are located within or adjacent to the project site. Existing development within the site and the surrounding area is shown in Exhibit 7. No residential uses are proposed for adjacent parcels nor are any such uses permitted under the City's current General Plan and Zoning designations. As a result, no impacts related to the division of an established residential neighborhood will occur as part of the proposed project's implementation.

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? No Impact.

The project site, and the surrounding parcels, are currently designated as Industrial in the Commerce General Plan and are zoned as Heavy Manufacturing (M-2). This designation also applies to most of southwestern portion of the City. Table 4 summarizes the General Plan and Zoning designations for the surrounding properties. The location and extent of the General Plan and Zoning designations are shown in Exhibits 8 and 9, respectively. The proposed use is permitted under the applicable Zone designation.

Table 4 General Plan and Zoning Designations		
Location in Relation to Site	General Plan	Zoning Designations
Project Site	Industrial	Heavy Manufacturing (M-2)
North	Industrial	Heavy Manufacturing (M-2)
East	Industrial	Heavy Manufacturing (M-2)
South	Industrial	Heavy Manufacturing (M-2)
West	Industrial	Heavy Manufacturing (M-2)

Source: City of Commerce General Plan and Zoning Map

No residential land uses or areas designated for residential land uses are located within or adjacent to the project site. No residential uses are proposed for the adjacent parcels nor are any such uses permitted under the City's current General Plan and Zoning designations. As a result, no impacts related to the division of an established residential neighborhood will result from the proposed truck-related use.

The proposed project's conformity with key elements of the City of Commerce Zoning Code is outlined in Table 5. The table indicates that, overall, the project is in conformance to the City of Commerce Zoning Code. Based on the aforementioned findings of this analysis, the proposed use will not result in any significant adverse impacts on the applicable General Plan and Zone designations.

Table 5 General Plan/Zoning Conformity Issues		
Issue	Description	Findings
Land Use	The proposed project will be required to conform to the City's Zoning Ordinance.	The proposed project is a permitted use.
Floor Area Ratio	The maximum FAR for the site is 1.0 pursuant to the applicable zoning code requirements.	The FAR for the proposed project is 0.58 which is less than the maximum permitted under the current Zoning.
Building Height	The maximum height of the new development cannot exceed 50- feet.	The majority of the building will consist of a single level (the office will have a mezzanine). The building's height will conform to City Code.
Land-scaping	The applicable zoning calls for 5% of the total lot area to be landscaped.	New landscaping will be installed along the Bandini Blvd. frontage in conformance with City Code requirements
Building Setbacks	The applicable zoning requires a 15-foot setback from Bandini Blvd.	The front yard setback will be 15-feet

¹ Parking requirements are discussed in Section 3.4 herein. Source: City of Commerce General Plan, 1987 and City of Commerce Zoning Code. 2006.

C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact.

The project site is located in an urbanized setting with industrial and warehousing uses located on all sides (refer to Exhibit 7). No natural, undeveloped open space areas are located within the project site or within nearby parcels. In addition, there are no areas within the City that are subject to habitat conservation plans. As a result, no impacts on habitat conservation plans or natural community conservation plans will occur with the proposed industrial and warehouse use.



Note: All of the buildings shown in the site boundaries will be demolished to accommodate the proposed project.

Exhibit 7
Existing Land Use
Source: Terra Server USA

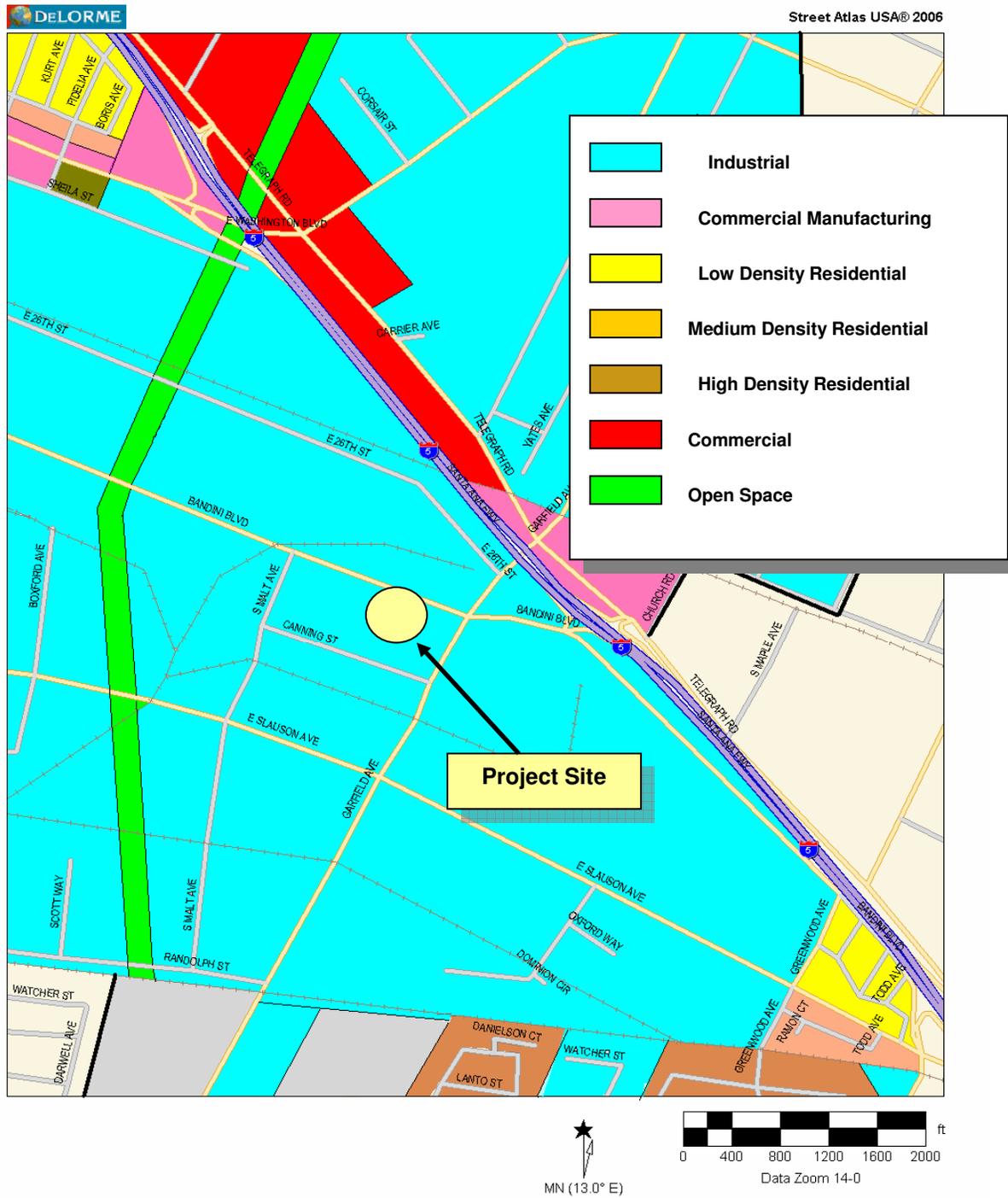


Exhibit 8
General Plan Designations
Source: City of Commerce General Plan

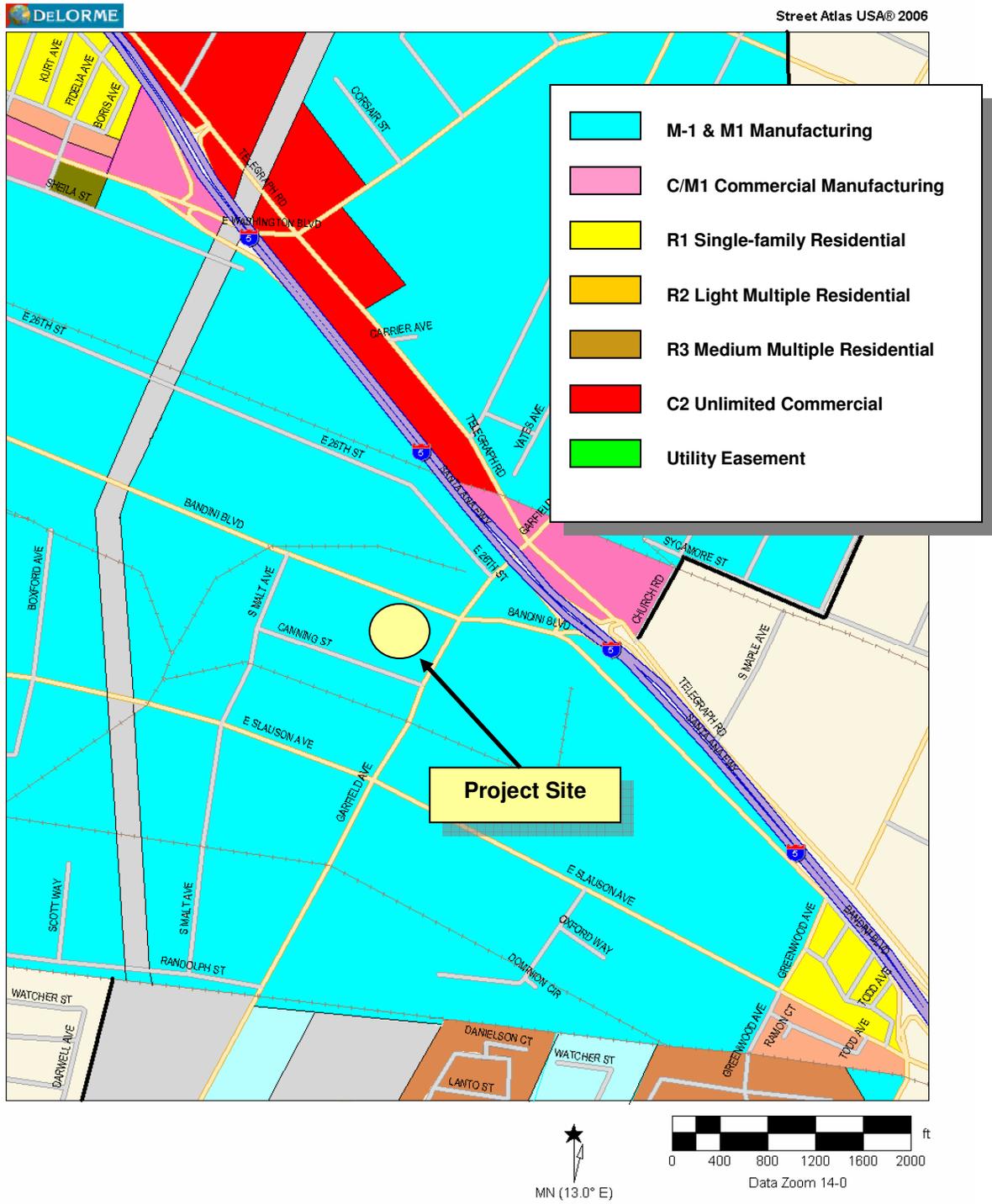


Exhibit 9
Zoning Designations
Source: City of Commerce Zoning Map



- D. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.*

No agricultural activities are located within the vicinity of the project site, nor does the City of Commerce General Plan provide for any agricultural land use designation.⁶ There are no soils in the City designated as "Prime Farmland," "Unique Farmland" or "Soils of Statewide Importance."⁷ The site is currently improved though the existing buildings are occupied and will be demolished to accommodate the proposed development. The balance of the site consists of asphalt surfaces. As a result, the proposed industrial and warehousing use will not result in the conversion of any existing farmland to urban uses and no impacts on protected farmland soils will result.

- E. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.*

No agricultural activities are located within the project site, nor are any such uses found in the surrounding parcels.⁸ The City of Commerce Zoning Ordinance does not contemplate agricultural land uses for the project site. In addition, the project site is not under a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will result from the proposed project.

- F. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? No Impact.*

No agricultural activities or farmland uses are located within the project site or within the adjacent properties. The proposed project will not result in the conversion of any existing farmland area to urban uses. The site is currently improved with a number of buildings though these improvements will be demolished to accommodate the proposed development. As a result, no farmland conversion

⁶ City of Commerce. *Commerce General Plan Land Use Element*. 1987.

⁷ State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.

⁸ Blodgett/Baylosis Associates. *Site Survey*. June 2006.

impacts will result from the manufacturing and warehouse use.

Mitigation Measures

The analysis of land use and development impacts indicated that no significant adverse impacts on land use and development would result from the proposed warehouse and trucking use. As a result, no mitigation is required.

3.3 Population and Housing Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

Analysis of Environmental Impacts

- A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? No Impact.*

The California Department of Finance (DOF) estimated the City's population in January 2006 to be 13,439 persons. According to the same Department of Finance figures, there are 3,424 housing units located in the City. There are no dwelling units located on, or persons residing within, the project site. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The variables that typically contribute to growth-inducing impacts, and the project's contribution to potential growth-inducing impacts, are identified in Table 6.



Table 6 Potential Growth-Inducing Impacts		
Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project site is currently developed in industrial uses.	The proposed project is an infill development within an industrial district of the City.
Extension of roadways and other transportation facilities.	The proposed project will not involve the modification of any roadways.	No new roadways will be constructed though improvements to the frontage along Bandini Blvd. Is required.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are proposed.	No new infrastructure is required to accommodate the proposed use.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the proposed use.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of housing.	No housing units are located on the property nor will any units be affected.
Additional population growth leading to increased demand for services.	The proposed project will not involve any new construction.	Any additional employment is considered to be a beneficial impact.
Short-term growth inducing impacts related to the project's construction.	The new use will result in the creation of new employment.	Short-term increases in construction employment will not result in significant growth-inducing impacts.
Source: Blodgett/Baylosis Associates. 2006		

According to SCAG projections developed for the Gateway Cities, the number of jobs in the City is projected to increase by 2,198 jobs by the year 2005, 1,918 jobs by the year 2010, 1,134 jobs by the year 2015, and 1,036 jobs by the year 2020.⁹ Table 7 indicates the projected employment for the proposed project based on standard employment generation rates for a typical office, manufacturing, and warehousing uses. The table indicates the independent variables used in the calculation and the corresponding employment generation factor. As indicated in Table 7, the proposed development is projected to employ a maximum of 76 persons. Given the City's current unemployment rate, any additional employment generation will be considered to represent a beneficial impact. Based on the findings of this analysis, no significant adverse growth-inducing impacts will result from the proposed project's operation.

Table 7 Projected Employment		
Independent Variable	Employment Generation Factor	Projected Employment
Office (5,000 sq. ft.)	1 job/300 sq. ft.	17 jobs
Mfg./Whse. (58,489 sq. ft.)	1 job/1,000 sq. ft.	59 jobs
Total		76 jobs
Source: Blodgett/Baylosis Associates. 2006		

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.

The California Department of Finance (DOF) estimated the City's population in January 2006 to be 13,439 persons. According to the same Department of Finance figures, there are 3,424 housing units located in the City. There are no dwelling units

⁹ Southern California Association of Governments, 2010 *Population, Household and Employment Projections*, 2006.



located on, or persons residing within, the project site. The proposed project will not result in any housing displacement. No residential units are located within the project site boundaries.¹⁰ No residential development is planned or permitted within the project site under the existing General Plan and Zoning designations. As a result, no housing displacement impacts will occur.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.

There are no housing units located within the project site or within the adjacent properties. No existing residences or neighborhoods will be physically impacted by the proposed project.¹¹ The current Zoning designation (M-2) and General Plan designation (Industrial) do not permit residential development. As a result, no housing displacement of any existing or planned residential uses will occur with the approval and subsequent operation of the proposed warehousing use.

Mitigation Measures

The analysis of housing and population impacts indicated that no significant adverse impacts would result from the proposed project's construction and subsequent operation. As a result, no mitigation with respect to housing and population is required.

3.4 Transportation & Circulation Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections);

¹⁰ Blodgett/Baylosis Associates. *Site Survey*. 2005

¹¹ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1984

- An increase in the level of service standard established by the County Congestion Management Agency for designated roads or highways;
- An increase in hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access;
- Inadequate parking capacity;
- A conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks);
- Waterborne or air traffic impacts; or,
- Hazards or barriers for pedestrians or bicyclists.

Analysis of Environmental Impacts

A. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? Less Than Significant Impact.

The street system in Commerce is defined by major north-south streets such as Atlantic Boulevard, Eastern Avenue, and Garfield Avenue, and major east-west streets that include Whittier Boulevard, Olympic Boulevard, Washington Boulevard, Telegraph Road, Bandini Boulevard, and Slauson Avenue. The City is also served by the regional freeway system that includes the Santa Ana Freeway (I-5) and the Long Beach Freeway (I-710). Freeway access to the City is provided by ramp connections to the I-710 Freeway located at Washington Boulevard and Bandini/Atlantic. Access to the I-5 Freeway is provided by ramp connections located at Washington Boulevard, Atlantic Boulevard/Eastern Avenue, Triggs Avenue, and Telegraph Road. Bandini Boulevard, located along the site's northerly boundary provides site access as well as the nearest access to the I-5 Freeway. Bandini Boulevard is a four-lane undivided collector road located to the west of the site. Garfield Avenue is a north-south major highway providing two travel lanes in each direction separated by double yellow lines. All major intersections are signalized.

Studies by the Institute of Transportation Engineers (ITE), Caltrans, and others have identified generalized



factors that relate traffic characteristics with quantity and type of development. In order to evaluate the quantity of traffic generated by the site, ITE traffic generation factors from the 7th Edition of the Traffic Generation Manual were applied to the proposed project for the daily and the morning and evening peak periods. Table 8 shows the generation factors used in this analysis along with the related volumes. The proposed project will potentially generate 242

trips on a daily basis. Of this total, 46 trips will occur during the morning peak hour while 47 trips will occur during the evening peak hour. Table 8 also indicates the trip generation from the previous uses that occupied the site. When discounting the potential existing trip generation, the net increase will be 24 morning peak hour trips, 25 evening peak hour trips, and 125 daily trips.

Table 8 Trip Generation (Trips/Day and AM/PM Peak Hour)							
	Morning (AM) Peak Hour			Evening (PM) Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Rate (Trips/1,000 sq. ft.)	0.56	0.17	0.73	0.27	0.47	0.74	3.82
Previous (30,544 sq. ft.)	17	5	22	8	14	23	117
Project (63,489 sq. ft.)	36	11	46	17	30	47	242
Net Change	19	6	24	9	16	25	125

Source: Institute of Transportation Engineers 7th Edition.

Once the total quantity of traffic generated by a project is known, estimates are made of the directional distribution of this traffic. This will allow for an assignment of the vehicle trips to the roadway system to analyze the impacts. On a regional level, it was estimated that 80% of the total site traffic volumes will be oriented to and from the east and 20% would be to and from the west. Exhibit 10 illustrates the projected trip distribution. This translates into 63 additional daily trips at the Bandini/Garfield intersection (when discounting the existing potential baseline trips). The adjacent segment of Garfield Avenue, located to the west of the site currently handles 25,000 daily trips. The addition of 63 daily trips from the proposed development translates into a 0.2% increase in traffic. The overall traffic impact of the proposed project is shown in Exhibit 11. Based on the limited impact of the project's traffic on the level of service at the nearest major intersections, the analysis concluded that the project's impact would be less than significant.

- B. *Would the project exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? No Impact.*

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990 and is intended to address the impact of local growth on the regional transportation system. The CMP Traffic Impact Analysis (TIA) guidelines require that intersection-monitoring locations be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will potentially generate 242 trips on a daily basis. Of this total, 46 trips will occur during the morning peak hour while 47 trips will occur during the evening peak hour. Table 8 also indicates the trip generation from the previous uses that occupied the site. When discounting the potential existing trip generation, the net increase will be 25 morning peak hour trips, 25 evening peak hour trips, and 125 daily trips.

The proposed project will not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring intersection locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The CMP TIA guidelines also require that freeway-monitoring locations be examined if the proposed project will add 150 or more trips (in either direction) during either the

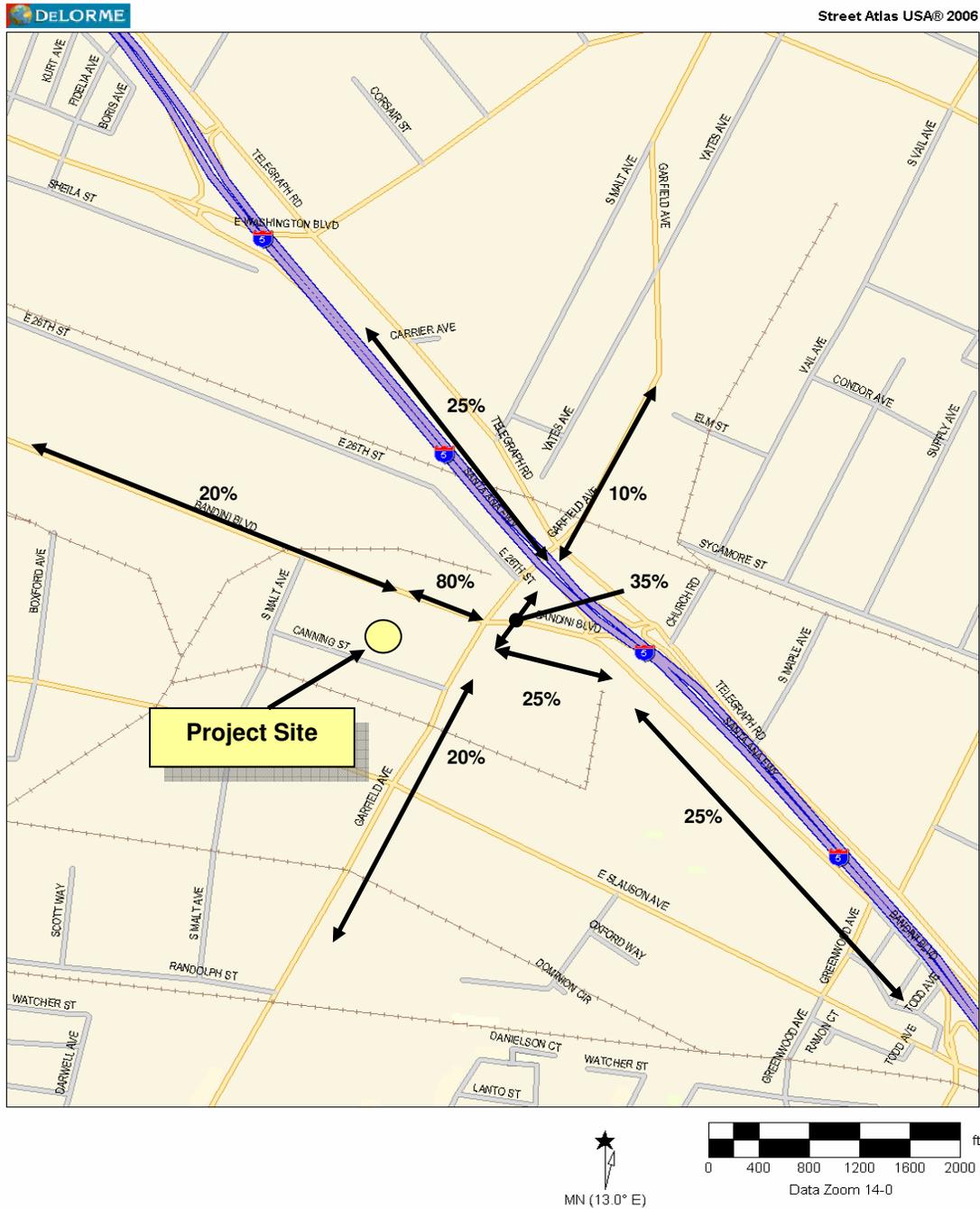


Exhibit 10
Trip Distribution Assumptions
Source: Blodgett • Baylosis • Associates

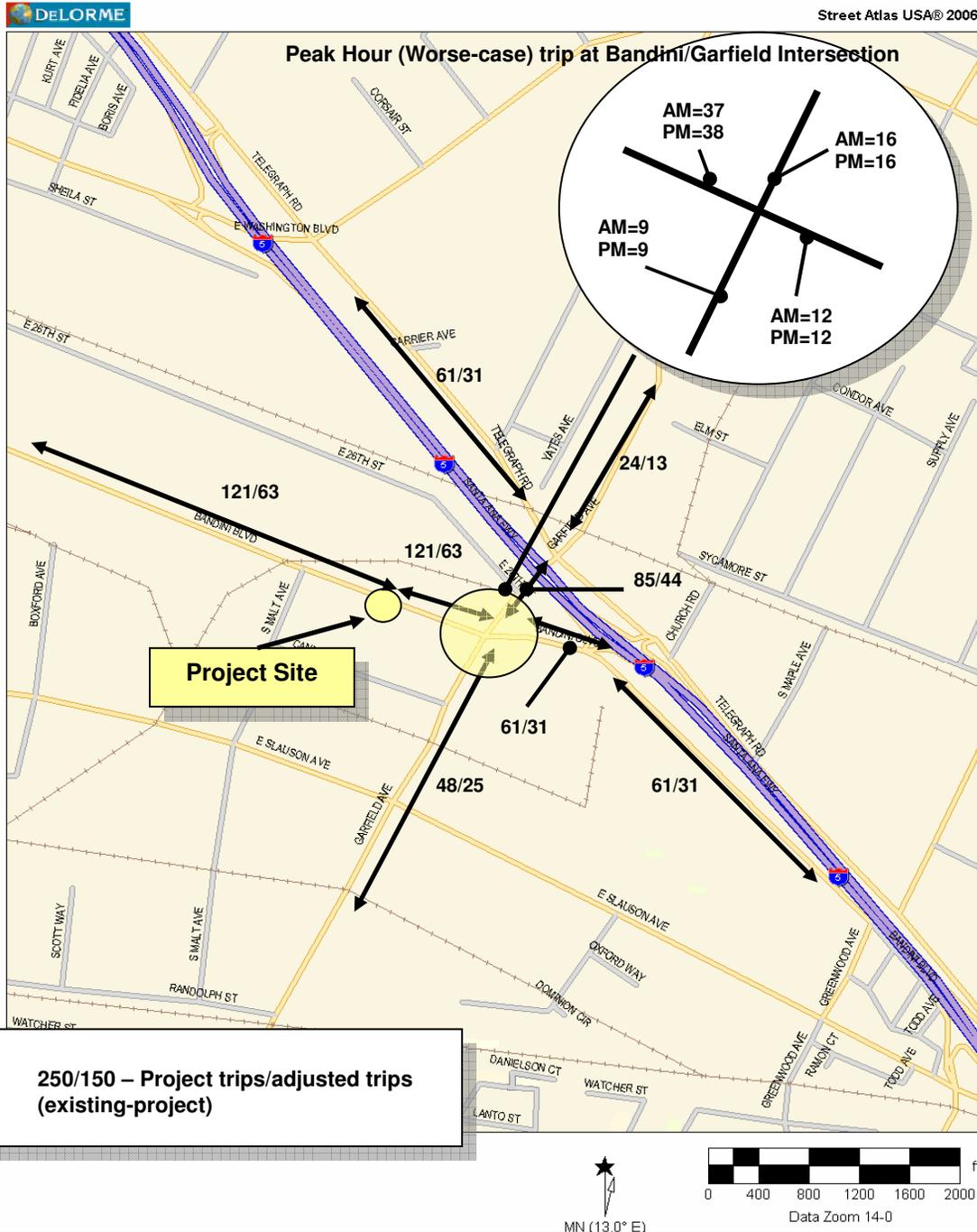


Exhibit 11
Project Trip Generation
Source: Blodgett • Baylosis • Associates



AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction) at the nearest Freeway ramp connections. evening (PM) peak hour. Therefore, the no significant adverse CMP impacts will result.

- C. *Would the project substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Potentially Significant Impact Unless Mitigated.*

Access to the proposed project site will be provided by a single curb cut located along the south side of Bandini Boulevard. The existing driveway will be modified to accommodate the proposed development. The second curb-cut will be eliminated. These modifications will include the relocation of an existing power line pole. The site plan indicates the proposed driveway and drive aisles will have a minimum width of 26-feet with a minimum lane width of 12-feet, 2-inches. The plans show that sufficient driveway widths, internal roadway widths, and parking stall configurations can accommodate internal circulation. To facilitate safe traffic circulation on-site and in the immediate area, the following measures should apply:

- Trucks exiting the site must make right-turns only. A sign shall be posted at the exit indicating that left turns onto Bandini Boulevard are prohibited.
- The identification sign shown on the site plan and any landscaping, may not interfere with site visibility from vehicles exiting the site. The driveway connections with Bandini Boulevard must have a minimum width of 35-feet. The Applicant must provide the requisite street improvements to the satisfaction of the City Engineer.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

- D. *Would the project result in inadequate emergency access? No Impact.*

At no time will Bandini Boulevard be closed to traffic during the construction activities. As a result, no impacts on emergency access routes are associated with the proposed project's implementation.

- E. *Would the project result in inadequate parking capacity? Potentially Significant Impact Unless Mitigated..*

Parking areas will be provided along the property's west and south sides. A total of 60 standard-sized stalls will be provided. In addition, 6 truck parking spaces will be provided along the site's southerly side. A total of 21 stalls including 2 handicapped stalls will be located near the building's main entrance. This parking area will be separated from the truck loading and maneuvering areas and other parking areas located in the site's interior by an 8-foot high gate. The City's Zoning Ordinance requires 55 stalls. The site plan identifies a number of standard-size stalls located opposite the loading and receiving areas. Truck maneuvering into and out of the docks may interfere with parked vehicles located opposite the dock-high doors. To mitigate potential parking impacts, the following mitigation is required:

- Truck and trailer drop-off and parking areas must be clearly identified in the southernmost surface parking area located within the gated area. The surface parking area must be striped to clearly indicate the location and extent of trailer parking, vehicle parking, maneuvering areas, and drive aisles.
- Trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.
- The project architect shall review the preliminary truck maneuvering analysis to determine whether trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

- F. *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? No Impact.*

The City of Commerce and Montebello Transit also provide bus service in the City. Assuming a potential employment of 76 persons, the projected maximum transit patronage would be negligible. Furthermore,



the proposed project will not result in the elimination or alteration of any existing bus stop. As a result, the proposed project will not result in a significant adverse impact on local transit providers.

G. Would the project result in waterborne or air traffic impacts? No Impact.

The City of Commerce is not located adjacent to a port or harbor facility. The nearest commercial ports are located in the Wilmington and Long Beach areas. Commerce is not located within two miles of any airport facilities. The nearest airport is located in the City of Compton (the Compton-Woodley Airport),¹² located approximately 11 miles to the southwest. Thus, no significant adverse impacts are expected with the proposed project.

H. Would the project result in hazards or barriers for pedestrians or bicyclists? No Impact.

The proposed development will not adversely impact surrounding public roads or sidewalks. No bicycle lanes are located within the vicinity of the project site. As a result, no impacts on pedestrian or bike lane facilities are anticipated with the proposed development.

Mitigation Measures

The following measures are required as a means to facilitate safe circulation on-site and in the immediate area:

Mitigation Measure 1 (Traffic and Circulation). Trucks exiting the site must make right-turns only. A sign shall be posted at the exit indicating that left turns onto Bandini Boulevard are prohibited.

Mitigation Measure 2 (Traffic and Circulation). The identification sign shown on the site plan and any landscaping may not interfere with site visibility from vehicles exiting the site. The driveway connection with Bandini Boulevard must have a minimum width of 35-feet. The Applicant must provide the requisite street improvements to the satisfaction of the City Engineer.

Mitigation Measure 3 (Traffic and Circulation). Truck and trailer drop-off and parking areas must be clearly identified in the southernmost surface parking area located within the gated area. The

surface parking area must be striped to clearly indicate the location and extent of trailer parking, vehicle parking, maneuvering areas, and drive aisles.

Mitigation Measure 4 (Traffic and Circulation). Trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.

Mitigation Measure 5 (Traffic and Circulation). The project architect shall review the preliminary truck maneuvering analysis to determine whether trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.

3.5 Earth Resources & Geology Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss or death related to fault rupture from a known earthquake fault;
- Substantial soil erosion resulting in the loss of topsoil;
- Locating within a geologic or soils unit that is unstable or that would become unstable as a result of the project, potentially resulting in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Locating on an expansive soil, creating substantial risks to life or property;
- Locating on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;
- Locating in, or exposing people to potential impacts, including soils incapable of adequately

¹² United States Geological Survey. *South Gate 7 ½ Minute Quadrangle.*



supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or,

- Exposing people to potential impacts, including unique geologic or physical features.

Analysis of Environmental Impacts

- A. *Would the project result in or expose people to potential impacts, including the risk of loss or death involving 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 rupture? No Impact.*

The most probable major sources of a significant earthquake that could affect the project site include the San Andreas fault zone, located approximately 35 miles to the northwest, the Sierra Madre fault zone, located 15 miles to the north, and the Newport-Inglewood fault zones, located approximately 15 miles to the southwest. Both the San Andreas and Newport-Inglewood fault zones are considered to be active faults and are subject to the requirements of the Alquist-Priolo Special Studies Zone.¹³ However, no active faults are located within the City. As a result, surface rupture is not anticipated to occur in the vicinity of the project area from the known faults in the surrounding region. Furthermore, no areas of the City are included within an Alquist-Priolo Special Studies Zone. As a result, no significant adverse impacts will result.

- B. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction? No Impact.*

The United States Geological Survey's (USGS) Professional Paper 1360 indicates that areas containing groundwater within 30 to 50 feet of the surface are susceptible to liquefaction hazards.

¹³ The Act requires that site-specific geotechnical investigations be performed prior to the permitting most urban development projects that are located within the hazard zones. Evaluation and mitigation of seismic hazards are to be conducted under guidelines established by the California State Mining and Geology Board.

According to recent studies completed by the State of California Geological Survey Seismic Hazard Zones Mapping Program, the project site is located just outside of an area subject to potential liquefaction risk as indicated in Exhibit 12.¹⁴ The site will also be subject to strong ground motion in the event of a major earthquake. However, these ground-shaking and liquefaction impacts will be comparable with that anticipated for the surrounding area. As a result, no significant adverse impacts are anticipated.

- C. *Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? No Impact.*

The project site is currently developed and largely covered over in impervious surfaces. The proposed project will involve the continued covering of the project site with impervious materials. Given the nature and extent of the previous development, the proposed use will not result in any significant additional soil erosion or loss of topsoil following development.

- D. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? No Impact.*

The project site is completely developed. The proposed use will not involve a significant amount of site grading since the site has already undergone development and the topography is level. As a result, no impacts are anticipated.

- E. *Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? No Impact.*

The soils that underlie the project site belong to the Hanford Soils Association. These soils do not represent a constraint to development, as evidenced by the previous on-site development and that found in the surrounding area. As a result, no expansive soil impacts are anticipated.

¹⁴ California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones*. 1998



Exhibit 12
Potential Liquefaction Risk
Source: California Geological Survey



F. *Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? No Impact.*

No septic tanks will be used as part of the proposed use, nor is their use permitted in this portion of the Commerce. As a result, no impacts associated with the use of septic tanks will result from any future redevelopment within the project site.

G. *Would the project result in or expose people to potential impacts, including unique geologic or physical features? No Impact.*

As indicated previously, there are no unique geologic or physical features within the project site or in the surrounding area.¹⁵ The project site and the surrounding topography are generally level and developed. As a result, the proposed project will not result in any significant adverse impacts related to natural or unique geologic features.

Mitigation Measures

The analysis herein concluded that the proposed project would not result, or be subject to, unique geotechnical or seismic constraints. As a result, no mitigation is required.

3.6 Water & Hydrology Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;

¹⁵ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1987

- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami or mudflow.

Analysis of Environmental Impacts

A. *Would the project violate any water quality standards or waste discharge requirements? Potentially Significant Impact Unless Mitigated.*

The project site was previously paved or otherwise covered in impervious surfaces. The proposed use and the attendant improvements are limited to the project site. No substantial change in the site's historic impervious nature will change under the proposed use. The proposed project will be required to implement the following measures as a means to control storm water runoff and any pollutants that may enter the storm drain system:

- As part of plan check, improvements designed to treat storm flows will be required. These improvements may include clarifiers, resurfacing



of the parking areas, or other measures required pursuant to the NPDES requirements. The applicant must obtain a storm water discharge permit in accordance with National Pollution Discharge Elimination System (NPDES) requirements.

The aforementioned mitigation will reduce the potential impacts to levels that are considered to be less than significant.

- B. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? No Impact.*

Water supply in the City is derived from local groundwater wells operated and maintained by the California Water Service Company and imported water from the Metropolitan Water District (MWD). The regional ground water flow direction is to the west (LA-DPW, *Coastal Plain Deep Aquifer Groundwater Contour Map for Fall of 1994*). The ground water within the area belongs to the 500-square-mile Los Angeles Coastal Plain Ground Water Basin, listed as Basin No. 4-11 by the Department of Water Resources (DWR). The proposed project will result in water consumption that is less or comparable to the existing use. As a result, no significant adverse impact on groundwater supplies is anticipated with the proposed use.

- C. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? No Impact.*

The project site was previously developed and covered over with impervious surfaces (buildings, concrete, and asphalt). No natural drainage or riparian areas remain within the project site or surrounding area due to this earlier development.¹⁶ In

¹⁶ United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1984.

addition, no streams or rivers are located within the project site or in the immediate area as indicated in Exhibit 13. As a result, no impacts on streams or natural hydrology will occur with the project.

- D. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on-or off-site? No Impact.*

There are no lakes or streams within the project site or within the immediate area. The project site has undergone disturbance and no natural stream channels remain within the project site or in the immediate area (refer to Exhibit 13).¹⁷ In addition, there will not be a measurable change in the quantity of storm water surface runoff conveyed to the storm drain system given the development history of the property. As a result, no impacts are anticipated.

- E. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? No Impact.*

No significant change in the amount of surface runoff volumes from the development site is anticipated due to the developed nature of the site. No surface water bodies are found within the project site, or in the immediate vicinity, that would be affected by the proposed project.¹⁸ The nature and extent of storm water runoff ultimately discharged into the existing storm drain system will not substantially change from the existing levels. In addition, no wells are planned as part of any future improvements to the site and no changes in the direction of groundwater will occur. As a result, no impacts are anticipated.

¹⁷ Ibid.

¹⁸ The concept of a 100-year or 500-year flood condition is used as a benchmark by civil engineers as a means to design flood control infrastructure. The terms (a 100-year flood and a 500-year flood) are related to a statistical probability of a flood condition occurring during a period of extreme rainfall or runoff once every 100 years and 500 years.

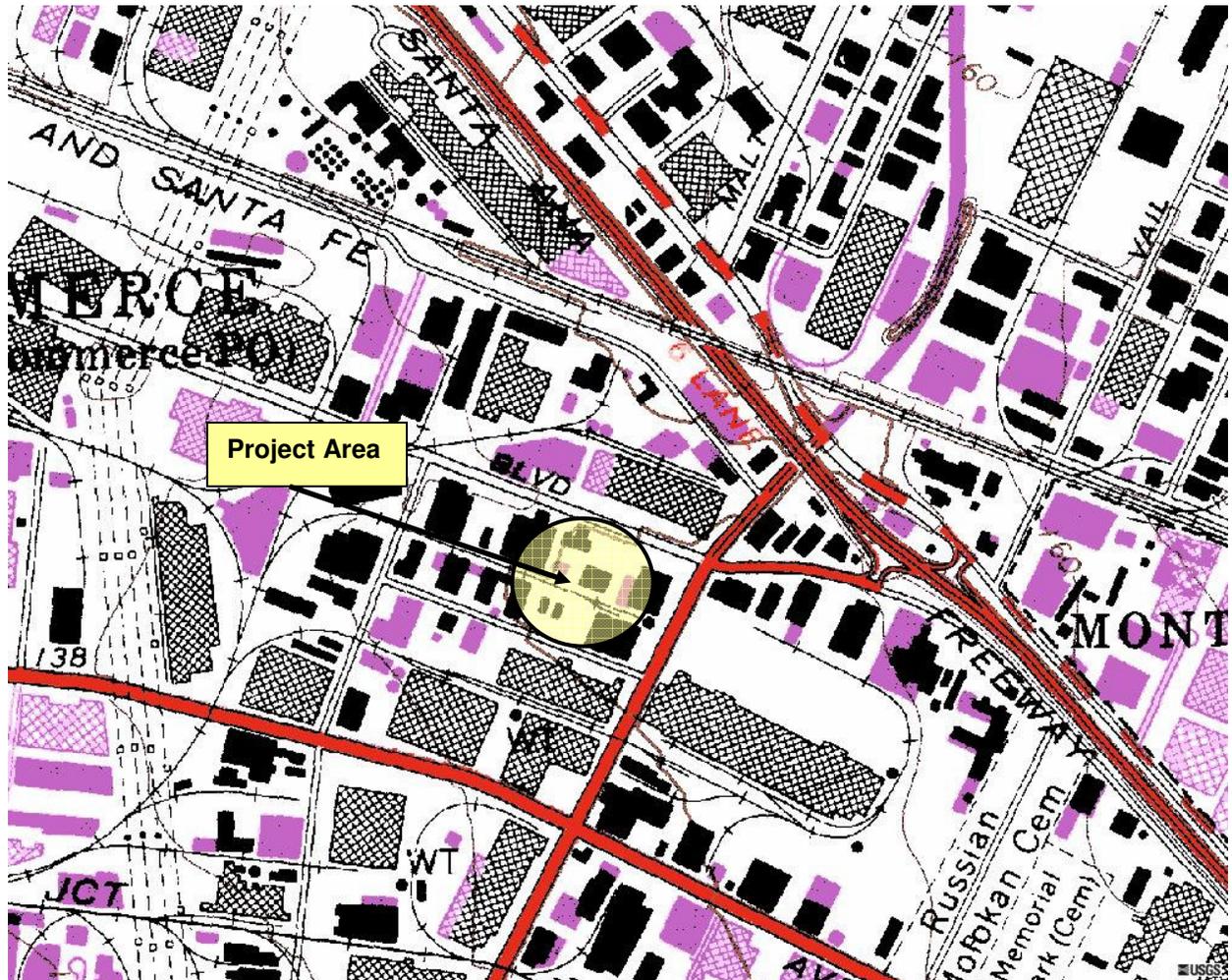


Exhibit 13
Topography and Hydrology
Source: United States Geological Survey



F. Would the project otherwise substantially degrade water quality? No Impact.

The proposed project will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. With adherence to the most recent Clean Water Act requirements, no impacts from the proposed project are anticipated.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.

The proposed project site is not located within a designated flood hazard area as identified by Federal Emergency Management Agency (FEMA).¹⁹ As a result, the proposed project will not impede or redirect the flows of potential floodwater, since the project site is not located within a flood hazard area. Therefore, no impacts related to flood flows are associated with the proposed use.

H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? No Impact.

As indicated previously, the project site is not located within a designated flood hazard area as identified by FEMA. As a result, the proposed project will not impede or redirect the flows of potential floodwater since the project site is not located within a flood hazard area. Therefore, no impacts are associated with the proposed use.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? No Impact.

The City of Commerce is not located within a designated flood hazard area as identified by the FEMA though some areas of the City are located within the inundation area of the Garvey Reservoir, Sepulveda Reservoir, and the Hansen Reservoir. The project site is located within the potential inundation area of the Sepulveda Reservoir and the Garvey Reservoir. However, the project is not considered a critical facility. Potential overflow from the Rio Hondo River may affect areas to the southeast and southwest of the City, though these

¹⁹ Federal Emergency Management Agency. *Flood Insurance Rate Map*. 1998.

flows are not expected to reach the project site. As a result, the project will not be subject to known flood hazards.

J. Would the project result in inundation by seiche, tsunami, or mudflow? No Impact.

The City of Commerce is located inland from the Pacific Ocean, and thus, the project area would not be exposed to the effects of a tsunami. No dams, reservoirs or volcanoes are located near the City that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area of the project site that would result in seiche hazards. As a result, no impacts related to seiche, tsunami, or mudflows are associated with the implementation of the proposed project.

Mitigation Measures

The proposed project will be required to implement the following measures as a means to control storm water runoff and any pollutants that may enter the storm drain system:

Mitigation Measure 6 (Water Quality). As part of plan check, improvements designed to treat storm flows will be required. These improvements may include clarifiers, resurfacing of the parking areas, or other measures required pursuant to the NPDES requirements. The applicant must obtain a storm water discharge permit in accordance with National Pollution Discharge Elimination System (NPDES) requirements.

3.7 Air Quality Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with, or obstructs the implementation of, the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in



non-attainment under an applicable federal or state ambient air quality standard;

- The exposure of sensitive receptors to substantial pollutant concentrations;
- The creation of objectionable odors affecting a substantial number of people; or,
- The alteration of air movement, moisture or temperature, or cause any change in climate.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O₂)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₂ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ causes a greater health risk than larger-sized particles, since fine particles can more easily cause irritation.

Analysis of Environmental Impacts

- A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? No Impact.*

The proposed project is not considered to be regionally significant, according to the SCAQMD. Specific criteria for determining a project's conformity with the Air Quality Management Plan (AQMP) is defined in Chapter 12 of the AQMP and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook, that identifies the following consistency criteria: *Consistency Criteria 1* (the project's potential for

increasing the frequency or severity of an existing air quality violation or contributing to the continuation of an existing air quality violation) and *Consistency Criteria 2* (the project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation).

The proposed use will promote development within the City of Commerce that is contemplated in the adopted City of Commerce General Plan (Consistency Criteria 2). This future development may generate emissions that may contribute to an existing air quality violation. However, the proposed project will not result in any increase in development not already contemplated in regional growth projections (Consistency Criteria 1). As a result, the proposed project would not be in conflict with, or result in an obstruction of an applicable air quality plan and no adverse impacts are anticipated.

- B. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less Than Significant Impact.*

The proposed project will generate long-term operational emissions associated with employees and patrons traveling to and from the site. Long-term emissions refer to those air quality impacts that will occur once the land uses are operational and occupied, and these impacts will continue over the operational life of any future development. The long-term air quality impacts associated with potential future development include the following:

- Emissions associated with vehicular traffic;
- On-site stationary emissions related to the operation of machinery and other equipment; and,
- Off-site stationary emissions associated with the generation of energy (natural gas and electrical).

The projected emissions (refer to the Appendix) indicate the proposed use will generate less traffic (and thus, mobile emissions) compared to the existing use. As indicated in Table 9, the projected future stationary emissions and mobile emissions are below the SCAQMD's daily thresholds. As a result, the impacts are considered to be less than significant. The methodology used in calculating vehicle emissions utilized a computer model developed by the California Air Resources Board (URBEMIS). As shown in Table 9, future development will lead to daily



mobile emissions that will not exceed the SCAQMD's thresholds of significance. These emissions are also based on factors provided in SCAQMD's CEQA Air Quality Handbook.

Table 9 Estimated Long-Term Operational Emissions (lbs/day)				
Source	ROG	NOX	CO	PM₁₀
Area wide	0.14	0.81	0.91	0.00
Mobile	5.35	5.56	62.83	4.46
Total	5.49	6.37	63.74	446
Thresholds	55	100	550	150
Source: Blodgett/Baylosis Associates, 2005.				

As indicated previously, the proposed project will lead to pollutant emissions, though these emissions will be less than significant when compared to thresholds established by the SCAQMD, as indicated in Table 9. As a result, the impacts are less than significant.

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less Than Significant Impact.

As indicated in the previous section, the proposed project will generate long-term operational emissions associated with employees and patrons traveling to and from the project. These emissions calculations shown in Table 9 indicate that future development will result in daily emissions that will be below the SCAQMD's thresholds of significance. As a result, the proposed project's air quality impacts are considered to be less than significant.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? No Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. No residential uses are located within or near the project site or proposed under the City's General Plan. Exhibit 14 indicates the location and extent of sensitive receptors to the project site and their distance. Based on the location of the receptors, no impacts will result from the proposed project.

E. Would the project create objectionable odors affecting a substantial number of people? No Impact.

Waste will be collected by commercial waste haulers in accordance with applicable regulations. Thus, there is limited potential for objectionable odors to affect the adjacent land uses. As a result, no impacts are anticipated with regard to odors.

F. Would the project alter air movement, moisture, or temperature, or cause any change in climate? No Impact.

The proposed new construction will consist of a single-level concrete tilt-up building. The proposed new structure will not be large enough to alter air movement, moisture or temperature, or cause changes in climate, either locally or regionally. As a result, no impacts upon climate or temperature are expected.

Mitigation Measures

The analysis determined that the potential air quality impacts would be less than significant. As a result, no mitigation is required at this time.

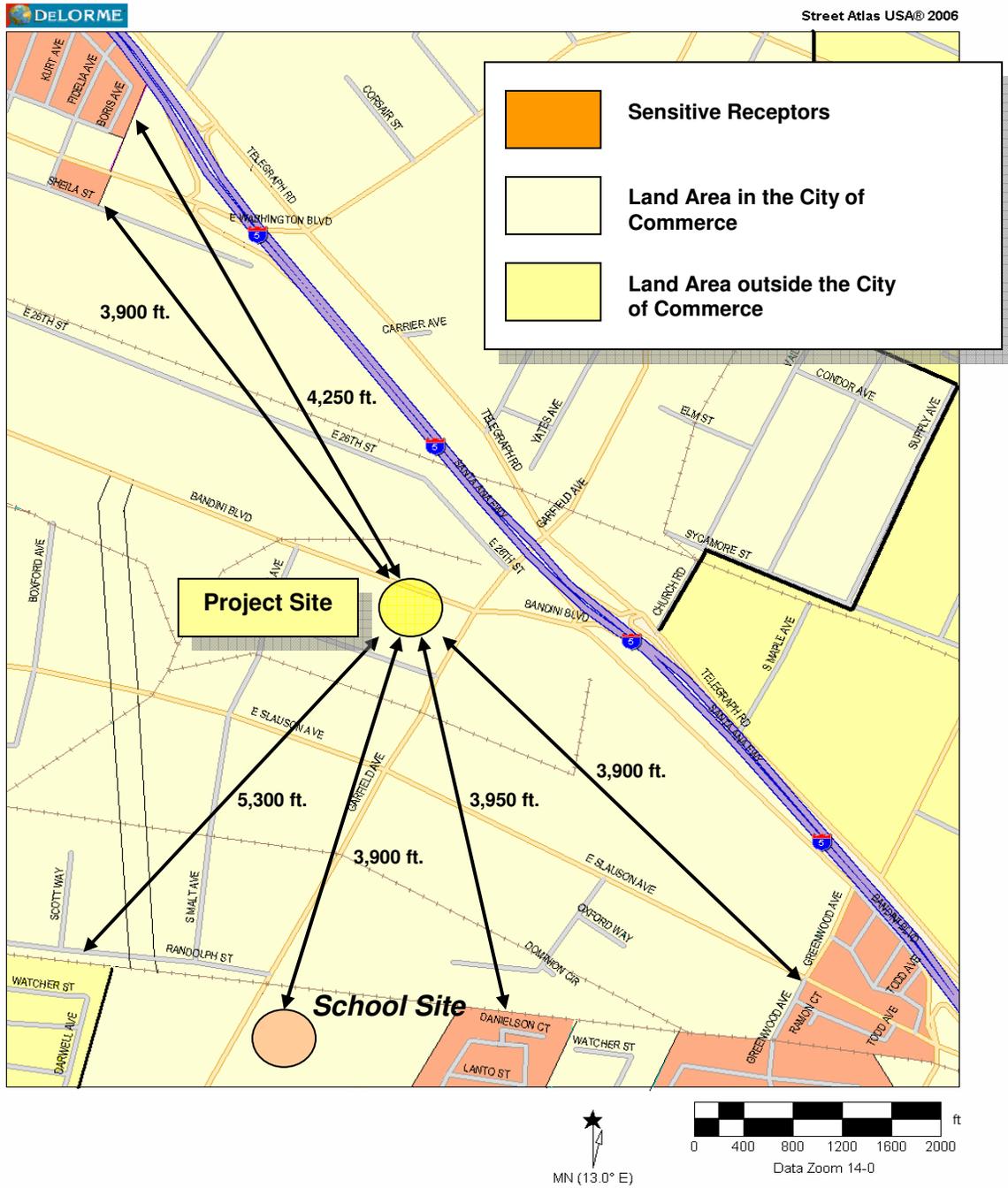


Exhibit 14
Sensitive Receptors - Air
Source: Blodgett • Baylosis • Associates



3.8 Biological Resources Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.

Analysis of Environmental Impacts

- A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

The City of Commerce is urbanized and plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. There are no sensitive or endangered animal and plant species located within or near the project site. The project site is completely surrounded by urban development. Some weedy vegetation and un-maintained landscaping is found along the Bandini Boulevard frontage (refer to Exhibit 15). Animal life in the nearby urban areas consists of species commonly found in an urban setting. Thus, the proposed use will not have adverse impacts on sensitive plants or animals.

- B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

The City of Commerce is fully urbanized and no natural plant communities or protected natural communities are found within the City. The project site has been disturbed and no natural ecological communities are found on-site or in the surrounding area.²⁰ Thus, the proposed use will not affect any natural riparian habitats and no impacts will result.

- C. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.*

The project site was previously developed and contains no wetland habitat. The project site in its entirety has been developed and is occupied by the existing building and surface asphalt. No natural blue line streams are located within the property or in the surrounding vicinity according to topographic maps published by the United States Geological Survey.²¹ As a result, no wetland habitat will be disturbed by the proposed use.

²⁰Blodgett/Baylosis Associates. *Site Survey*. June 2006.

²¹United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1994.

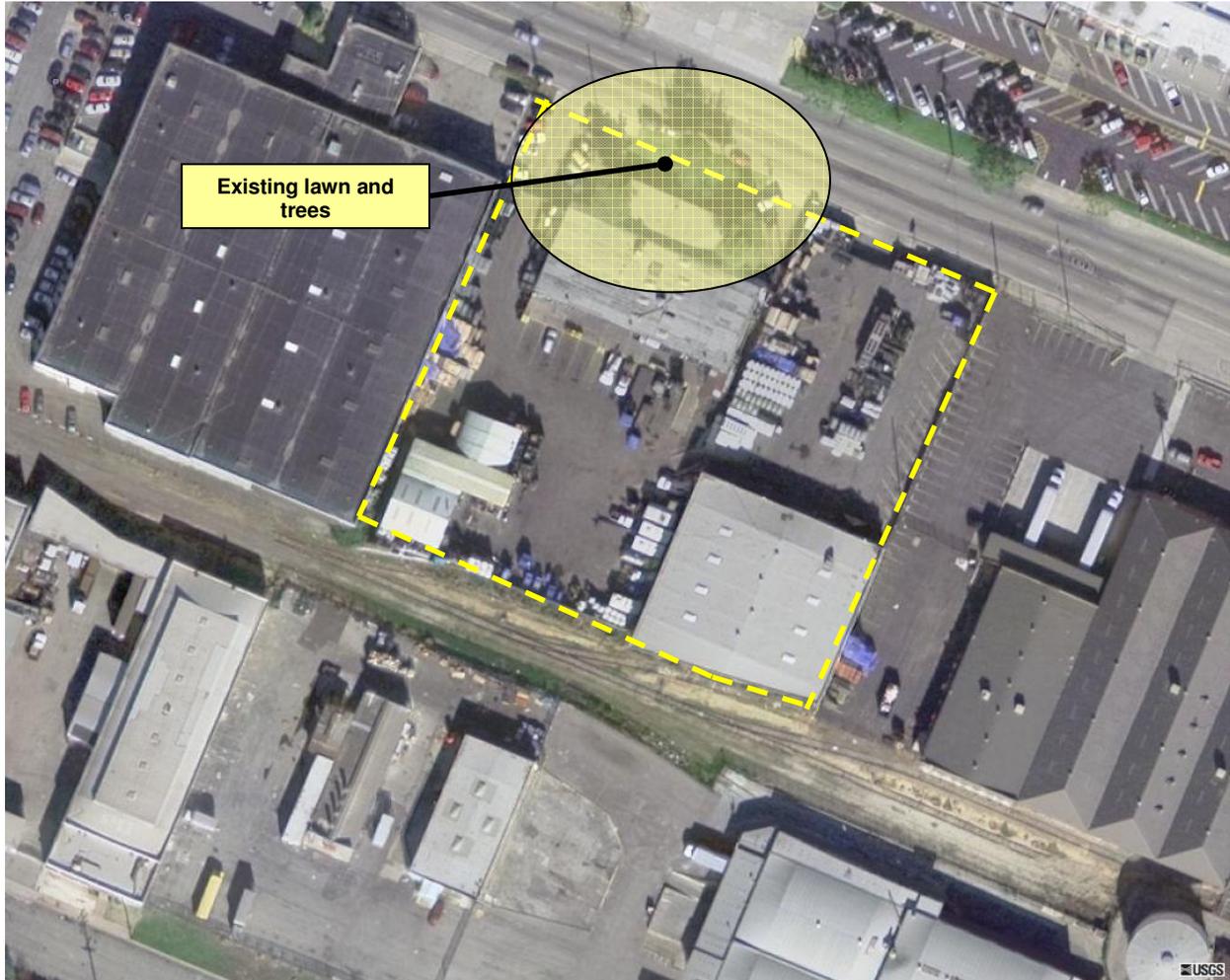


Exhibit 15
Land Cover & Setting
Source: Blodgett • Baylosis • Associates



- D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? No Impact.*

The entire City is urbanized and no natural habitat conservation areas are located within 5 miles of the project site. As a result, the proposed use will not impact local policies and programs related to resource management.

- E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? No Impact.*

No locally designated species are located within the project site or in the surrounding area. In addition, no significant mature trees (heritage trees) will be impacted by future development. The majority of the existing vegetation is used for landscaping and these trees are located in the parkway areas along Bandini Boulevard. Thus, no impacts to locally designated species will occur as part of the proposed project's implementation.

- F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.*

As indicated previously, the project site is located within an urbanized setting, and no natural habitats are found within the project site or in adjacent areas. The project site is not located within an area governed by a habitat conservation or community conservation plan.²² As a result, no adverse impacts on local, regional or state habitat conservation plans will result from the proposed project's implementation.

Mitigation Measures

No significant adverse impacts on biological resources were identified in this analysis, and no mitigation measures or standard conditions are required.

²²United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1994.

3.9 Energy & Mineral Resources Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- The loss of availability of a locally-imported mineral resource recovery site delineated on a local general plan, specific plan or other land use plan;
- A conflict with adopted energy conservation plans; or,
- The use of non-renewable resources in a wasteful and inefficient manner.

Analysis of Environmental Impacts

- A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? No Impact.*

The project site does not contain sand, gravel, mineral or timber resources. The City is located over a portion of the Bandini and East Los Angeles oilfields. The proposed project is not located within a designated Mineral Aggregate Resource Area, nor is it located in an area with active mineral extraction activities.²³ As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

- B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? No Impact.*

²³ California Department of Conservation, *Mineral Land Classification of the Greater Los Angeles Area*, 1987.



There are no mineral, oil or energy extraction and/or generation activities located within the project site or in the immediate area. Review of maps provided by the State Department of Conservation indicates there are no wells located within the project site. The resources and materials used in the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed use will not result in any significant adverse effects on mineral resources in the region.

C. *Would the project conflict with adopted energy conservation plans? No Impact.*

The project site does not contain mineral or timber resources or natural resource extraction activities. The project site is not located within a Significant Mineral Aggregate Resource Area, nor is it located in an area with active mineral extraction activities.²⁴ Natural resources that may be utilized by the proposed project include air, mineral, water, sand and gravel, timber, energy, and other resources typically used in construction. The proposed project would not involve any activities that would preclude energy conservation. As a result, no impact related to the City's adopted energy conservation plan will result.

D. *Would the project use non-renewable resources in a wasteful and inefficient manner? No Impact.*

The project site does not contain any mineral resource deposits. The proposed project will not involve any construction activities requiring energy for construction and operation, nor is the project expected to consume energy or other non-renewable resources in a wasteful manner. The project will comply with California Administrative Code Title 24 requirements related to energy conservation.²⁵ As a result, no significant impacts upon natural resources are expected.

Mitigation Measures

The analysis determined that the project's implementation would not result in any significant adverse impacts. As a result, no mitigation is required.

²⁴ State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 1990.

²⁵ City of Commerce. *General Plan*. 1987

3.10 Risk of Upset & Human Health Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.



Analysis of Environmental Impacts

- A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less Than Significant Impact.*

The proposed use will be required to comply with all Federal, State, and local regulations regarding the transportation, handling, and storage of hazardous substances. Furthermore, the project will be required to meet all State and local guidelines regarding waste discharge. These requirements will reduce the potential impact to levels that are considered to be less than significant.

- B. *Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? No Impact.*

Hazardous chemicals and materials used on-site will be limited to maintenance and cleaning products. Furthermore, their use will be confined to the project site. Because of the nature of the proposed warehousing use, no hazardous or acutely hazardous materials will be emitted. As a result, no impacts are anticipated.

- C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? No Impact.*

The project site is located within an industrial area and no schools are located within ¼ mile of the site.²⁶ The nearest school is Bell Gardens High School located 4,700 feet to the southwest. Bandini Elementary School is located 1.93 miles to the northwest. Given the nature of the proposed use, no hazardous or acutely hazardous materials will be emitted. As a result, no impacts are anticipated.

- D. *Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? No Impact.*

²⁶ State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 1990.

The proposed project site will be occupied by a structure that will be used for warehousing. The project site does not appear in the Environmental Protection Agency's (EPA) Environfacts Data Base. Review of the EPA's Environfacts Database identified a number of hazardous materials handled in the area (Refer to Exhibit 16). As a result, no impacts will result from the proposed project's implementation.

- E. *Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The project site is not located within two miles of an operational public airport. The nearest airport is Compton-Woodley Airport, a general aviation airport located 11 miles to the southwest. The Long Beach airport is located approximately 15 miles to the southeast. The nearest major airport is located in Long Beach, approximately 10 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 20 miles to the southwest.²⁷ As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport.

- F. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The project site is not located within two miles of an operational private airport or airstrip. The nearest airport is Compton-Woodley Airport, located approximately 11 miles to the southwest. The nearest major airport is located in Long Beach, approximately 10 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 20 miles to the southwest.²⁸ As a result, the proposed project will not present a safety hazard related to aircraft or airport operations of a private airstrip.

²⁷ Rand McNally. *Street Finder*. 1998.

²⁸ Ibid.

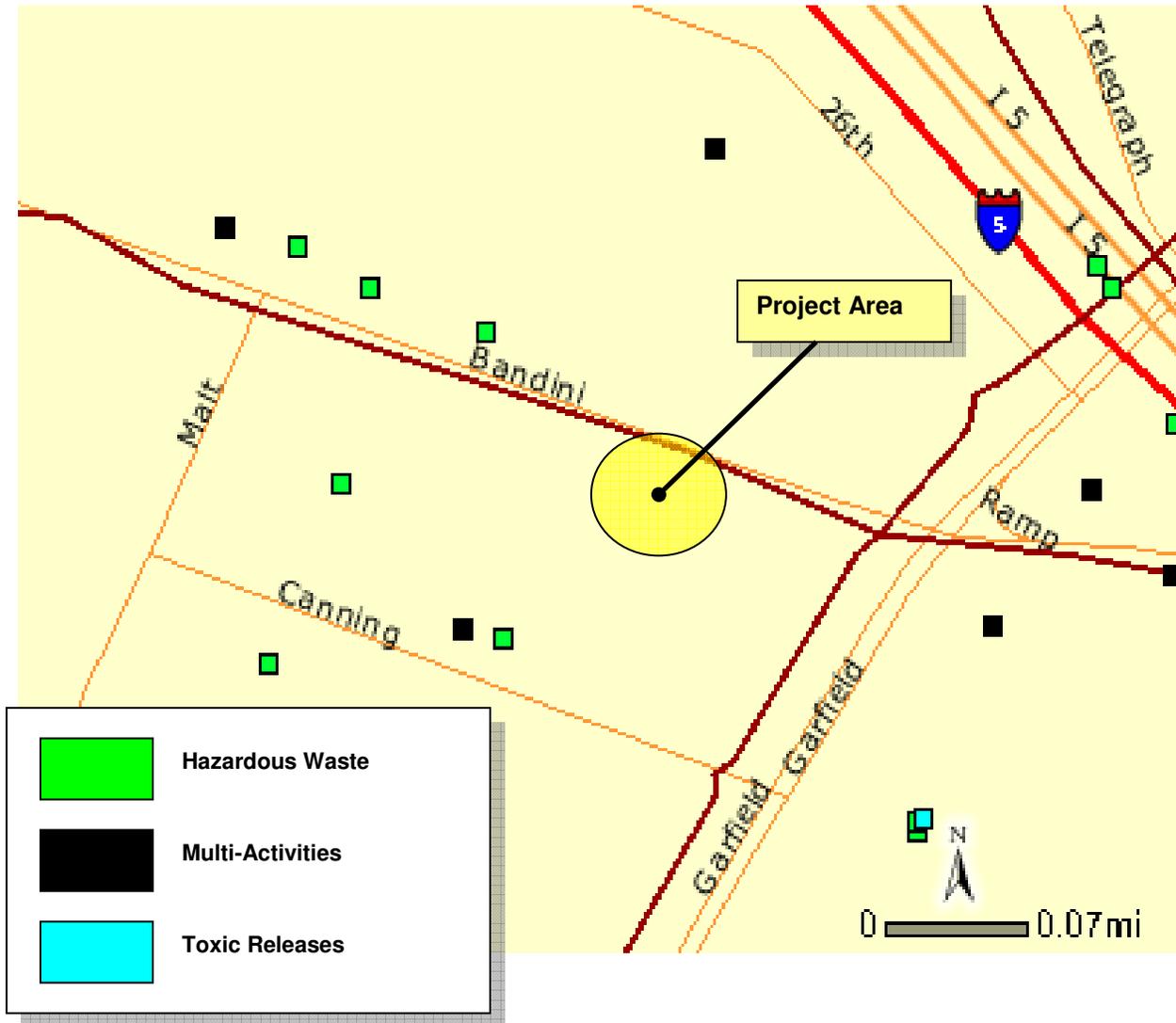


Exhibit 16
Regulated Sites
Source: United States Environmental Protection Agency



- G. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.*

Any future development within the project site will be confined to the parcel will not obstruct access to the surrounding lots or otherwise hinder emergency evacuation within the surrounding properties. Bandini Boulevard is the nearest designated emergency evacuation routes and these roadways will not be impacted by the proposed use. At no time will this roadway be closed to traffic.²⁹ At no time will access to the other businesses located along 61st Street be affected by the proposed development. Thus, no impacts on emergency response or evacuation are expected with the project.

- H. *Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? No Impact.*

The site is surrounded by development with no risk of wild fire associated with natural vegetation from off-site locations.³⁰ No areas of native vegetation are found on-site since the site was recently rough grades. As a result, there is no risk from wildfire present.

Mitigation Measures

The analysis determined that the project's implementation would not result in any significant adverse impacts. As a result, no mitigation is required.

3.11 Noise Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- The exposure of people to or generation of excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people residing or working in the project area to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

Analysis of Environmental Impacts

- A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Less Than Significant Impact.*

Typical noise levels associated with everyday activities is illustrated in Exhibit 17. Typical construction noise levels are shown in Exhibit 18. The noise environment within the project site is dominated by traffic noise along Bandini Boulevard and Garfield Avenue as well as stationary noise from nearby industrial activities. In addition, there are a number of railroads in the immediate area that contribute to the ambient noise environment. No audible change in traffic noise levels from existing levels is expected to be perceptible over the long-term given the projected traffic generation. Typically, a doubling in traffic volumes is required to generate an audible increase traffic noise levels. In a normal urbanized environment, changes in traffic noise levels of less than 3.0 dB are not typically perceptible. The traffic noise levels associated with the project will be below thresholds considered to be significant. The traffic analysis indicates the proposed project would

²⁹ Thomas Brothers Maps. *The Thomas Guide for Los Angeles and Orange Counties*. 1996.

³⁰ Blodgett/Baylosis Associates. *Site Survey*. June 2006



result in less than a 1% increase in traffic overall. As a result, no significant adverse impacts are anticipated.

B. Would the project result in exposure of people to or generation of excessive ground-borne noise levels? No Impact.

Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and child-care facilities are considered noise-sensitive uses. Residential uses are also considered noise-sensitive land uses. There are no noise-sensitive land uses located adjacent to the development site or within 2,000 feet. The location and extent of sensitive receptors are indicated in Exhibit 19. Conformance to the City's Noise Control Ordinance will also be effective in reducing potential adverse noise impacts. As a result, no significant adverse short-term noise impacts are anticipated.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact.

The results of the traffic noise analysis show that there will not be a significant increase in noise levels due to the traffic generated by the proposed project. The addition of the project trips on Bandini Boulevard would generate a negligible increase in traffic noise (below 1.0 dBA). As indicated previously, the range for a change in noise levels to be perceptible is 3.0 dBA to 5.0 dBA. As a result, the impacts are considered to be less than significant.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? No Impact.

No noise sensitive uses are located near the project site (refer to Exhibit 19). Limited new construction is proposed since the proposed use will occupy the existing building. Furthermore, the construction activities will be subject to the City's Noise Control Ordinance. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant. As a result, no significant adverse impacts are anticipated.

E. For a project located within an airport land use plan or, where such a plan has not been

adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

The project site is not located within two miles of an operational airport. Compton-Woodley Airport, a general aviation airport, is located 11 miles to the southwest. The Long Beach airport is located approximately 15 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 20 miles to the southwest.³¹ During field visits to the site, the degree of aircraft noise, while audible, did not appear to exceed the overall ambient noise levels.³² As a result, no noise exposure impacts from a public airport are anticipated.

F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

The project site is not located within two miles of an operational private airport. The nearest airport is Compton-Woodley Airport, located approximately 11 miles to the southwest. The nearest major airport is located in Long Beach, approximately 15 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 20 miles to the southwest.³³ The proposed project will not involve the exposure of persons to aircraft noise from operations at any private airport in the area.

Mitigation Measures

The analysis determined that the proposed use would not result in any significant adverse short-term or long-term increases in the ambient noise levels. As a result, no mitigation is required.

³¹ Rand McNally. *Street Finder*. 1998.

³² Blodgett/Baylosis Associates. *Site Survey*. June 2006

³³ Rand McNally. *Street Finder*. 1998.

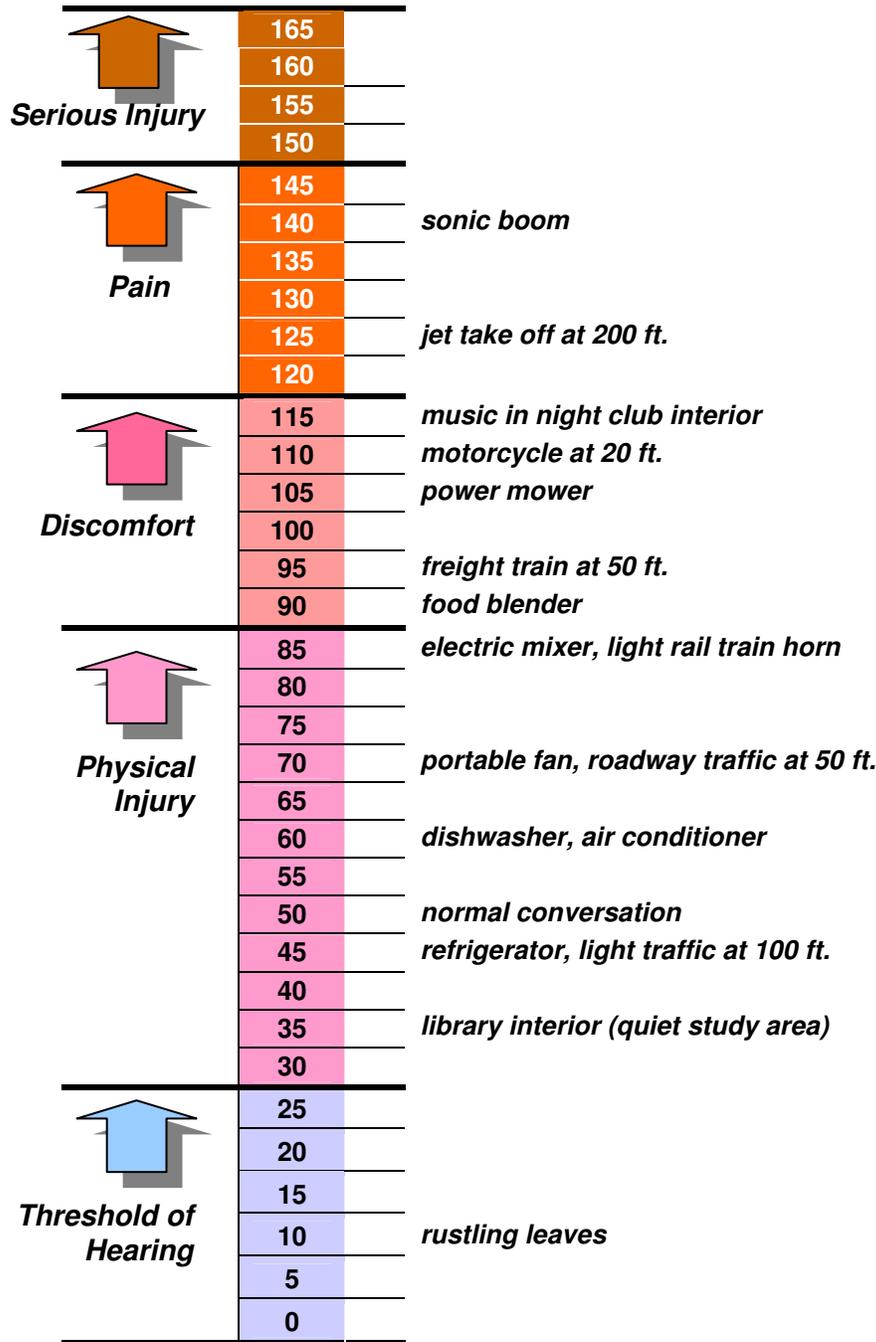


Exhibit 17
Noise Levels Associated with Typical Activities
Source: U. S. Environmental Protection Agency



			70	80	90	100
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)		75		
		Front Loaders		75	85	
		Backhoes		75	85	95
		Tractors			85	95
		Scrapers, Graders			85	
		Pavers			85	
		Trucks			85	95
	Materials Handling Equipment	Concrete Mixers		75	85	
		Concrete Pumps			85	
		Cranes (Movable)		75	85	
		Cranes (Derrick)		75	85	
	Stationary Equipment	Pumps	70			
		Generators		75		
Compressors				85		
Impact Equipment	Pneumatic Wrenches			85		
	Jack Hammers			85	95	
	Pile Drivers				95	100
Other Equipment	Vibrators	70	75			
	Saws		75			

Exhibit 18
Typical Construction Noise Levels
Source: U. S. Environmental Protection Agency

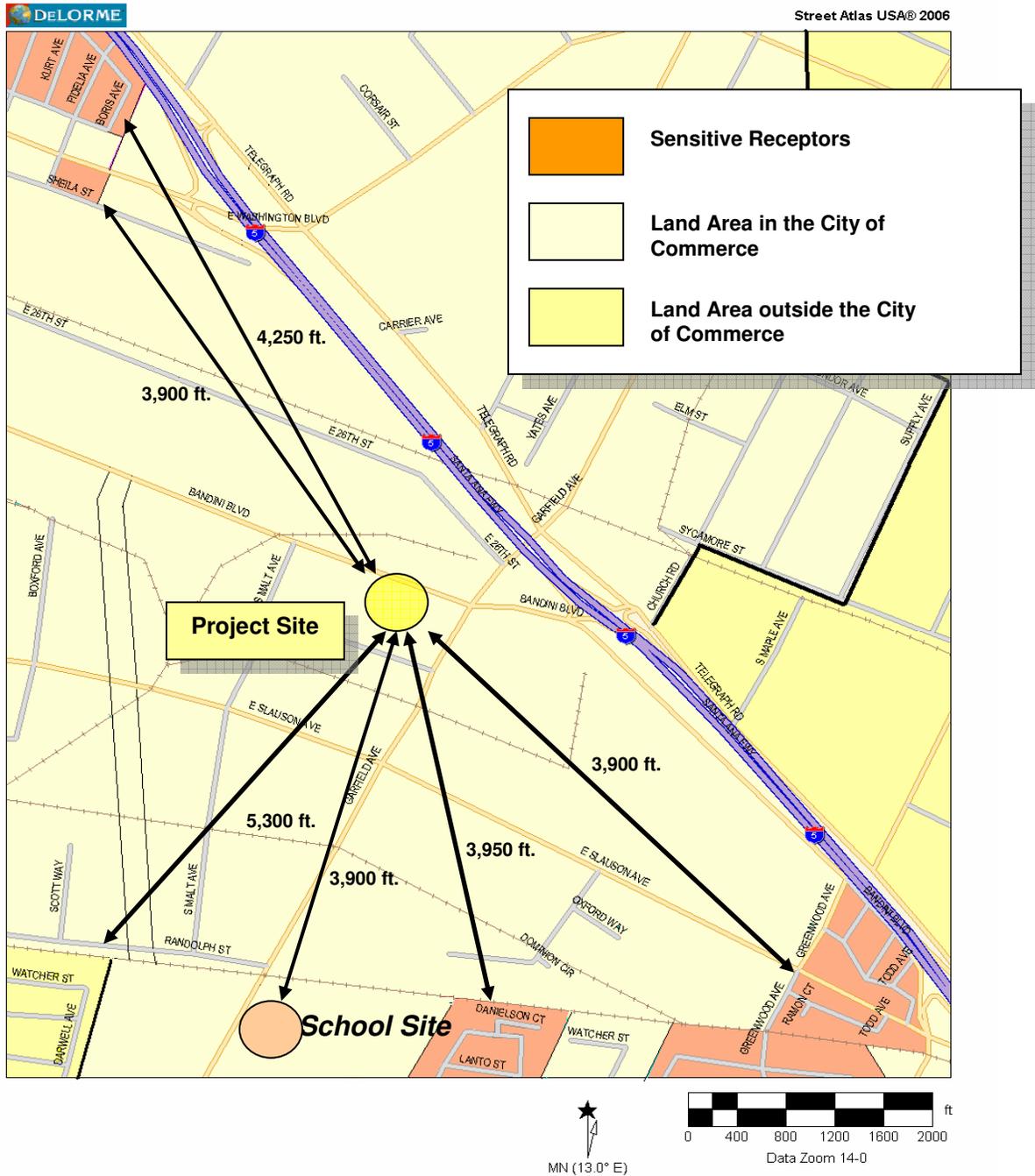


Exhibit 19
Sensitive Receptors - Noise
Source: Blodgett • Baylosis • Associates



3.12 Public Services Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to school services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to library services; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to other government services.

Analysis of Environmental Impacts

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: fire protection services? No Impact*

The City of Commerce contracts with the Los Angeles County Fire Department for fire protection and emergency services. Response times are approximately three minutes throughout the City. Resources from these additional stations as well as others operated by the Los Angeles County Fire Department would be made available if needed. The proposed project, once operational, will also be periodically inspected by the Fire Department. As a result, no significant adverse impacts on the Los Angeles County Fire Department are anticipated.

- B. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Police protection? No Impact.*

The Los Angeles County Sheriff's Department, under contract with the City of Commerce, provides law enforcement services in the City. The City and project site, are served by the East Los Angeles Station, located at 5019 East Third Street in East Los Angeles. Emergency response times throughout the City averages approximately 2.5 minutes. The proposed use is not anticipated to place an additional demand on law enforcement services due to the nature of the project. As a result, no impacts are anticipated.

- C. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: School services? No Impact.*



The project site is located within the service area of the Montebello Unified School District (MUSD). Assuming a student generation rate of 0.498 students per employee, and a net employment generation of 76 jobs, the potential theoretical new student generation will be less than 38 students. The Applicant will be required to pay school district development fees for any new floor area that will be constructed. As a result, the proposed project's impacts on school facilities are not considered to be significant or adverse.

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Library facilities? No Impact.

No residential development will be constructed as part of the proposed project's implementation. As a result, no impact on libraries will result from the proposed project's implementation.

E. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Other governmental services? No Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services.

Mitigation Measures

The analysis determined that the proposed use would not result in any significant adverse impacts on public services. As a result, no mitigation is required.

3.13 Utilities Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a

significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

Analysis of Environmental Impacts

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less Than Significant Impact.

The County Sanitation Districts maintain and operate the sewer system in the City of Commerce. The project site is served by the Los Angeles County Sanitation District No. 2. As indicated in Table 10, the proposed project is projected to generate 6,649 gallons of effluent on a daily basis which may be accommodated by existing infrastructure and supplies.



Table 10 Sewage Generation (gals./day - gpd)		
Use	Generation Factor	Generation
Mfg./Whse.	100 gpd/1,000 sq. ft.	5,649 gal/day
Office	200 gpd/1,000 sq. ft.	1,000 gal/day
Total		6,649 gal/day

Source: Blodgett/Baylosis Associates. 2006.

The previous use generated a comparable amount of effluent with that projected for the proposed development. In addition, the existing sewer line has sufficient capacity to accommodate the proposed use. As a result, the impacts are considered to be less than significant.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? Less Than Significant Impact.

The County Sanitation Districts maintain and operate the sewer system in the City of Commerce. The project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The proposed project is projected to generate 6,649 gallons of effluent and consume 8,731 gallons of water on a daily basis. This is comparable to the previous rate of effluent generation and water consumption. As a result, the potential impact is considered to be less than significant.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? No Impact.

Storm drainage in the project area is provided by catch basins and storm drains located within the project site and in the immediate area. These lines connect to the drainage pipes maintained by the Los Angeles County Department of Public Works and are disposed into the Los Angeles River and the Rio Hondo River. No additional impervious areas will be developed as part of the proposed project. As a result, no impact on wastewater infrastructure will result. As a result, no additional storm water

infrastructure will be required to accommodate the projected demand.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less Than Significant Impact.

The project site is served by the California Water Service Company (CWSC), which derives its supply from local groundwater wells and imported water through the Metropolitan Water District. The proposed project's water consumption rates and water demand are indicated in Table 11. As indicated in the table, the proposed development is projected to consume 8,731 gallons of water on a daily basis.

Table 11 Water Consumption (gals./day - gpd)		
Use	Generation Factor	Consumption
Mfg./Whse.	0.14 gpd/sq. ft.	8,021 gal/day,
Office	0.14 gpd/sq. ft.	710 gal/day
Total		8,731 gal/day

Source: Blodgett/Baylosis Associates. 2006.

The City's domestic water system is operated by California Water Service (CWS). A combination of purchased supplemental water and groundwater are delivered to customers in the East Los Angeles District. On the average, purchased water satisfies 70% to 80% of the district's water requirements with the balance supplied by groundwater from CWS wells. The East Los Angeles District exercises an annual adjudicated right of 14,717 acre of feet (AF), which has been limited under the judgment to an allowed pumping allocation of 11,774 AF or 80% of the adjudicated right. The CWS has not been active in purchasing or leasing additional rights. District wells can produce 7,765 gallons per minute (GPM) or 11.18 million gallons per day (MGD), if operated non-stop daily. This pumping capacity could produce 12,525 AF per year, slightly greater than the annual adjudicated right. The CWS however, has lost production capacity due to manganese, nitrate, and VOC, which have contaminated local groundwater. The existing supply facilities and operations are adequate to provide for projected demand through the year 2020. However, they are structured in such a



way that they place a high degree of reliance on the continued availability of imported water.³⁴ The CWSC has prepared a Water Master Plan that indicates it has sufficient capacity to serve the proposed project for a 2-year drought period. The proposed project's projected additional consumption of 8,731 gallons per day will not significantly impact these existing supplies.

E. *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? No Impact.*

The proposed use is projected to generate 6,649 gallons of effluent on a daily basis. This is comparable to the existing rate of consumption. As a result, the potential impact is considered to be less than significant.

F. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant Impact.*

Trash collection is provided by the Metropolitan Waste Disposal Company and other private haulers for disposal into the Commerce Incinerator or the Puente Hills Landfill. As indicated in Table 12, a total of 369 pounds of solid waste per day is projected for the proposed development. The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area Land Fills, including the Puente Hills Landfill located in the City of Industry. Operational waste that cannot be recycled or taken to the Commerce incinerator will be incinerated. The landfill is the largest landfill in the County and receives 72,000 tons of refuse per week and regularly closes early due to permit-imposed restrictions. The proposed project will contribute to a limited amount to this waste stream. As a result, the impacts on solid waste generation are considered to be less than significant.

³⁴ California Water Service Company. Urban Water Management Plan for the East Los Angeles District. July 1998.

Table 12 Solid Waste Generation (pounds/day)		
Use	Generation Factor	Generation
Mfg./Whse.	6.0 lbs/day/1,000/sq. ft.	339 lbs/day
Office	6.0 lbs/day/1,000/sq. ft.	30 lb/day
Total		369 lbs/day
Source: Blodgett/Baylosis Associates. 2006.		

G. *Will the project comply with federal, state, and local statutes and regulations related to solid waste? No Impact.*

The proposed use, like all other development in Commerce, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no increase in solid waste generation is anticipated with the project.

H. *Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? No Impact.*

SCE and Sempra Energy (formerly the Southern California Gas Company) provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project. Thus, no impacts on power and gas services are anticipated.

I. *Would the project result in a need for new systems, or substantial alterations in communications systems? No Impact.*

The proposed project will require continued telephone service from local and long distance service providers. The existing telephone lines on Olympic Boulevard will be utilized to provide service to the proposed project.³⁵ Thus, impacts on communication systems are anticipated to be less than significant.

Mitigation Measures

The analysis determined that the proposed use would not result in any significant adverse impacts on utilities. As a result, no mitigation is required.

³⁵ Blodgett/Baylosis Associates. *Site Survey*. June 2006



3.13 Aesthetic Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,
- A new source of substantial light and glare that would adversely affect day or nighttime views in the area.

Analysis of Environmental Impacts

- A. *Would the project affect a scenic vista? Potentially Significant Impact Unless Mitigated.*

The proposed project site is developed as are the surrounding properties. No scenic highways or corridors are located in the immediate area.³⁶ Therefore, the proposed project will not obstruct any significant views or view-sheds in the area. However, the following mitigation is required as a means to improve the appearance of the Bandini Boulevard frontage:

- The Bandini Boulevard frontage must be improved and landscaped pursuant to the City's conditions as they apply to this project. In addition, the proposed project will be required to implement a graffiti control program as part of the proposed project's regular property maintenance.

The aforementioned mitigation will reduce the potential impact to levels that are less than significant.

- B. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.*

³⁶ City of Commerce. *General Plan*. 1987.

As indicated earlier, the proposed project will be compatible with the surrounding development in terms of use and height.³⁷ As a result, no significant adverse impacts in this regard are anticipated.

- C. *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? No Impact*

The project will not result in any significant increase in the generation of light and glare. The project site is currently unoccupied though developed. Lighting will continue to be utilized for parking areas, security lighting, and lights within the structure. No light sensitive land uses are located within the area. As a result, no impacts related to light and glare is anticipated.

Mitigation Measures

The analysis provided herein determined that the proposed project would not result in any generalized visual, aesthetic or light and glare impacts. However, the following mitigation is required as a means to improve the site's appearance from Bandini Boulevard and to control graffiti.

Mitigation Measure 7 (Aesthetics). The Bandini Boulevard frontage must be improved and landscaped pursuant to the City's conditions as they apply to this project. In addition, the proposed project will be required to implement a graffiti control program as part of the proposed project's regular property maintenance.

3.15 Cultural Resources Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;

³⁷ Blodgett/Baylosis Associates. *Site Survey*. June 2006



- The direct or indirect destruction of a unique paleontological resource, site or unique geologic feature;
- The disturbance of any human remains, including those interred outside of formal cemeteries;
- A physical change that would affect unique ethnic cultural values; or,
- The restriction of an existing religious or sacred uses within the potential impact area.

Analysis of Environmental Impacts

- A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? No Impact.*

There are three historic sites in Commerce including the former Uniroyal Tire Plant facade (now a part of the Citadel shopping center/office complex), the Pillsbury mill, and the Union Pacific Train Depot. None of these sites will be impacted by the proposed use. As a result, no significant adverse impacts on historic resources are anticipated.

- B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? No Impact.*

The project site is currently occupied a number of older vacant buildings. These existing buildings are in a poor state of repair and are not historically significant. Furthermore, the project site is not known to be historically or culturally significant to any group of residents. Archaeological or historical resources are not expected to be found on-site. As a result, the project will not impact any known or suspected culturally or historically significant sites.

- C. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? No Impact.*

The project site is currently occupied by a number of vacant buildings. In addition, the surrounding properties have undergone extensive ground disturbance associated with past development and excavations. The potential for paleontological resources in the area is considered low, since no paleontological resources have been uncovered in the

area. Thus, the proposed project will not disturb any paleontological resources on-site.

- D. *Would the project disturb any human remains, including those interred outside of formal cemeteries? No Impact.*

There are no cemeteries located in the immediate area that would be affected by the proposed use. In addition, the project site does not contain any religious or sacred structure. However, the project site is located within the southerly portion of the City where four ethnic cemeteries are located. The Mount Olive and Russian Molokian Cemeteries are located along Slauson Avenue. The Mount Carmel Cemetery and Park Lawn Cemetery are located north of Gage Avenue. The locations of these cemeteries in relation to the project site are noted in Exhibit 20. The proposed project will not impact these cemeteries.

- E. *Would the project have the potential to cause a physical change that would affect unique ethnic cultural values? No Impact.*

The project site does not represent any known historic or cultural significance to any ethnic or cultural group.³⁸ The project site is currently developed and occupied by a number of vacant structures. No impact on ethnic cultural values is expected with the construction and operation of the proposed project.

- F. *Would the project restrict existing religious or sacred uses within the potential impact area? No Impact.*

The project site does not contain any religious or sacred structure.³⁹ The project site is currently improved and has undergone development. There are no churches that will be displaced or demolished as part of the proposed project's implementation. As a result, no significant adverse impacts are anticipated.

Mitigation Measures

The analysis determined that the proposed project would not result in any adverse impacts on cultural resources. As a result, no mitigation is required at this time.

³⁸ Blodgett/Baylosis Associates. *Site Survey*. June 2006

³⁹ City of Commerce. *General Plan*. 1987.

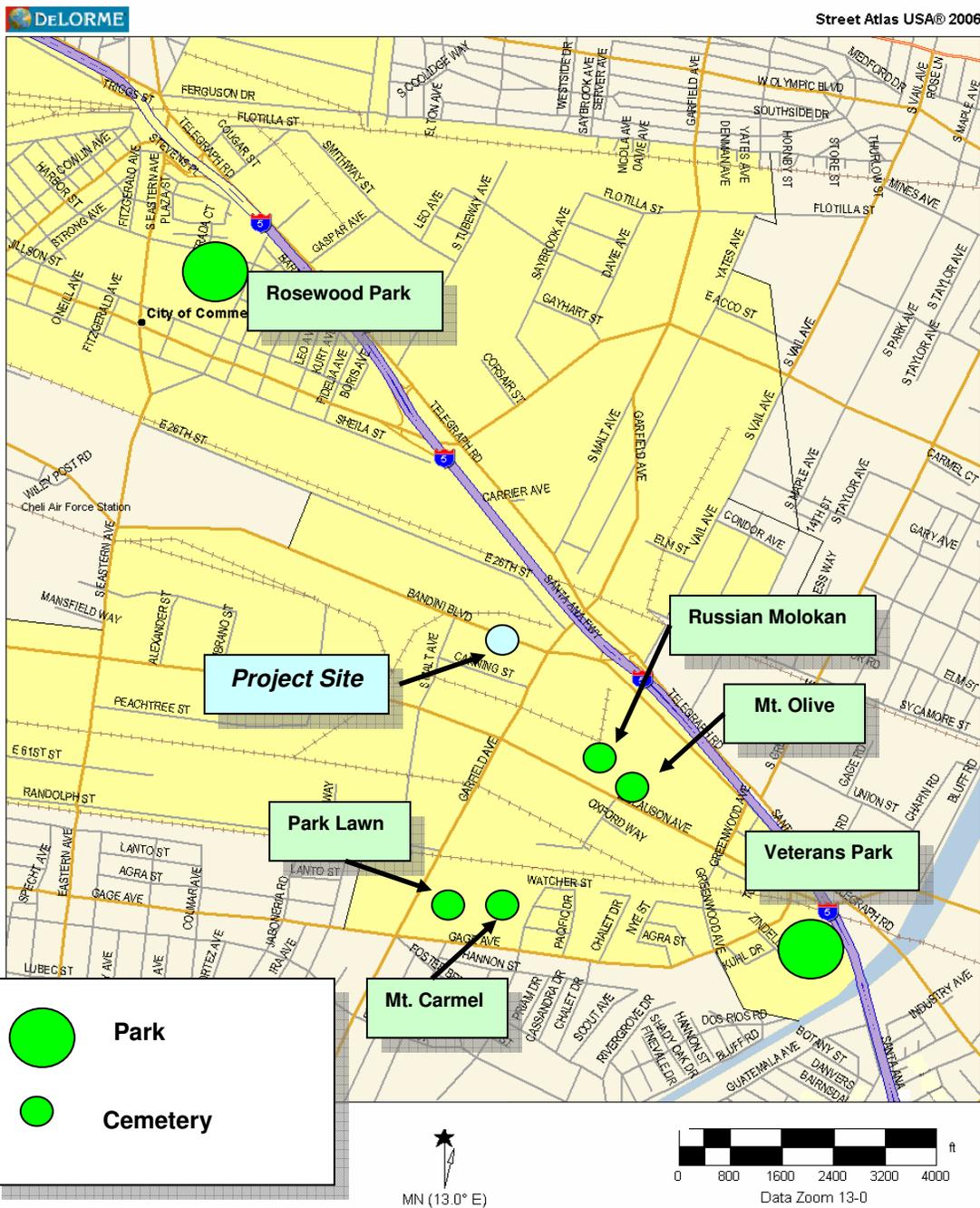


Exhibit 20
Cultural Resources & Park
Source: Blodgett • Baylosis • Associates



3.16 Recreation Impacts

Thresholds of Significance

According to the City of Commerce, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Analysis of Environmental Impacts

- A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? No Impact.*

The nearest City park to the project site is Rosewood Park located to the northeast in the Bandini-Rosini neighborhood near the Civic Center and Veteran's Memorial Park located in the Southeast area (refer to Exhibit 20). The proposed project is not expected to result in a direct demand for park facilities based on the proposed use. As a result, no changes in the demand for local parks and recreation facilities are anticipated.

- B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? No Impact.*

The proposed project will not significantly affect existing park facilities in the City. The proposed use is not located immediately adjacent to any existing park. The proposed project will not result in any increase in employment. As a result, no impacts are anticipated.

Mitigation Measures

The proposed project will not result in any impact on recreational facilities and/or resources. As a result, no mitigation will be required.





Section 4 - Findings

City of Commerce • Xebec-Development • 6600 Bandini Blvd.



4.1 Mandatory Findings of Significance

The Initial Study for the proposed project determined that the proposal is not expected to have significant adverse environmental impacts. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The project will not have the potential to degrade the quality of the;
- The proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals;
- The proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity; and,
- The proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Negative Declaration, which relates to the Mitigation-Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Commerce can make the following additional findings:

- A Mitigation Reporting or Monitoring Program will be required for the proposed project;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include any other the required standard conditions or conditions of approval; and,
- An accountable enforcement agency or monitoring agency shall be identified for the standard conditions adopted as part of the decision-maker's final determination.

4.2 Mitigation Measures

The following measures are required as a means to facilitate safe circulation on-site and in the immediate area:

Mitigation Measure 1 (Traffic and Circulation).

Trucks exiting the site must make right-turns only. A sign shall be posted at the exit indicating that left turns onto Bandini Boulevard are prohibited.

Mitigation Measure 2 (Traffic and Circulation).

The identification sign shown on the site plan and any landscaping may not interfere with site visibility from vehicles exiting the site. The driveway connection with Bandini Boulevard must have a minimum width of 35-feet. The Applicant must provide the requisite street improvements to the satisfaction of the City Engineer.

Mitigation Measure 3 (Traffic and Circulation).

Truck and trailer drop-off and parking areas must be clearly identified in the southernmost surface parking area located within the gated area. The surface parking area must be striped to clearly indicate the location and extent of trailer parking, vehicle parking, maneuvering areas, and drive aisles.

Mitigation Measure 4 (Traffic and Circulation).

Trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.

Mitigation Measure 5 (Traffic and Circulation).

The project architect shall review the preliminary truck maneuvering analysis to determine whether trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.

The proposed project will be required to implement the following measures as a means to control storm water runoff and any pollutants that may enter the storm drain system:

Mitigation Measure 6 (Water Quality).

As part of plan check, improvements designed to treat storm flows will be required. These improvements may include clarifiers, resurfacing of the parking areas, or other measures required pursuant to the NPDES requirements. The applicant must obtain a storm water discharge permit in accordance with National



Pollution Discharge Elimination System (NPDES) requirements.

The following mitigation is required as a means to improve the site's appearance from Bandini Boulevard and to control graffiti.

Mitigation Measure 7 (Aesthetics). The Bandini Boulevard frontage must be improved and landscaped pursuant to the City's conditions as they apply to this project. In addition, the proposed project will be required to implement a graffiti

control program as part of the proposed project's regular property maintenance.

4.3 Mitigation Monitoring

The implementation of all the mitigation measures above will be the responsibility of the developer. The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, which are identified in Table 13.

Table 13 Mitigation Monitoring Program		
Required Mitigation	Enforcement Agency	Monitoring Phase
Mitigation Measure 1 (Traffic and Circulation). Trucks exiting the site must make right-turns only. A sign shall be posted at the exit indicating that left turns onto Bandini Boulevard are prohibited.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure 2 (Traffic and Circulation). The identification sign shown on the site plan and any landscaping may not interfere with site visibility from vehicles exiting the site. The driveway connection with Bandini Boulevard must have a minimum width of 35-feet. The Applicant must provide the requisite street improvements to the satisfaction of the City Engineer.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure 3 (Traffic and Circulation). Truck and trailer drop-off and parking areas must be clearly identified in the southernmost surface parking area located within the gated area. The surface parking area must be striped to clearly indicate the location and extent of trailer parking, vehicle parking, maneuvering areas, and drive aisles.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure 4 (Traffic and Circulation). Trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure 5 (Traffic and Circulation). The project architect shall review the preliminary truck maneuvering analysis to determine whether trailers must be dropped off within the project site. No interim trailer parking will be permitted within adjacent properties, drive aisles, outside the gated (secured) parking area, or in the public right-of-way.	Public Works Department	Prior to Final Design
Mitigation Measure 6 (Water Quality). As part of plan check, improvements designed to treat storm flows will be required. These improvements may include clarifiers, resurfacing of the parking areas, or other measures required pursuant to the NPDES requirements. The applicant must obtain a storm water discharge permit in accordance with National Pollution Discharge Elimination System (NPDES) requirements.	Community Development Department	During Plan Check
Mitigation Measure 7 (Aesthetics). The Bandini Boulevard frontage must be improved and landscaped pursuant to the City's conditions as they apply to this project. In addition, the proposed project will be required to implement a graffiti control program as part of the proposed project's regular property maintenance.	Community Development Department	Prior to Plan Check



Section 5 - References

City of Commerce • Xebec-Development • 6600 Bandini Blvd.



5.1 Prepares

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Marc Blodgett, Project Manager

5.2 References

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