



Initial Study and Mitigated negative Declaration

Gold's Gym Building 2035 Camfield Avenue 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 • Gold's Gym Building • 2035 Camfield Ave.



MITIGATED NEGATIVE DECLARATION

Project Name: Gold's Gym Building

Applicant: Dynamic Builders

Applicant's Address: 2114 South Hill Street. Los Angeles, California 90007

Project Address: 2035 Camfield Avenue, Commerce, California

Project Description: The City of Commerce Community Development Department, in its capacity as the Lead Agency, is reviewing a development application for the proposed Gold's Gym Building. The proposed development will consist of three levels that will include a fitness center (30,000 square feet) on the ground level and personal mini-storage use on the upper two levels (61,358 square feet). The total floor area of the proposed structure will be 91,358 square feet.

Findings: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant unmitigable 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.

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 or view corridor?		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

City of Commerce • Gold's Gym Building • 2035 Camfield Ave.



1.1 Purpose of Initial Study

The City of Commerce Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a development request for a for the proposed Gold's Gym Building. The proposed project, if approved, will consist of three levels that will include a fitness center (30,000 square feet) on the ground level and personal mini-storage use on the upper two levels (61,358 square feet). The total floor area of the proposed structure will be 91,358 square feet.

The proposed development site consists of 104,646 square feet (net area) and is located at 2035 Camfield Avenue. The proposed project 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 project 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.

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

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.

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 various other City departments.

1.2 Format of Initial Study

The format and structure of this Initial Study generally reflects that of the Initial Study Checklist provided in the cover document (Mitigated Negative Declaration). 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.
- *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.





Section 2 - Project Description

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2.1 Project Location

The proposed project site, consisting of 104,646 square feet (2.40-acres), is located in the northern 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 west side of Camfield Avenue just north of Telegraph Road. The southbound lanes of the Santa Ana Freeway are located immediately south of Telegraph Road. The project site's address is 2035 Camfield Avenue. Access to the site is provided by curb cuts on the west side of Canfield Avenue. The site's location is shown at varying scales in Exhibit 3 and 4.

2.2 Environmental Setting

The project site is located within an older industrial that is transitioning from manufacturing uses to commercial uses. Newer business park development has occurred along Smithway Avenue and the Citadel shopping center is located to the east of the site along Telegraph Road. An office (Empire Home Loans) is located to the south and a Carl's Jr. fast food restaurant is located to the southeast (on the southeast corner of Camfield Avenue and Telegraph Road). An abandoned railroad right-of-way extends along the site's south side. A vacant lot is located opposite the site on the east side of Camfield Avenue. A manufacturing use (Reynaldo's Mexican Food) is located adjacent to the site on the north side. Finally, Camfield Avenue extends along the site's easterly side.

The project site is currently vacant and largely covered over in impervious surfaces. The structural improvements that occupied the site have been demolished. The site was previously a manufacturing use that occupied three structures that had a total floor area of 76,590 square feet. Exhibit 5 depicts the surrounding land uses as well as the structural improvements that previously occupied the site.

² Dynamic Builders. *Site Plan*, 2006.

³ United States Geological Survey. *Los Angeles 7 1/2 Minute Quadrangle*.

2.3 Physical & Operational Characteristics

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

- The proposed structure will consist of three levels with a total floor area of 91,358 square feet. The ground level will consist of a fitness center and the upper two floors will be reserved for a mini-storage business. The proposed structure will be centrally located on the site with parking in the front (the east side), along the southerly side, and in the rear (the west side).
- The fitness center will have a total floor area of 30,000 square feet. The main entrance to the fitness center will be located at the southeast corner of the building facing Camfield Avenue. In addition to the main gym area, the fitness center will include a pool, a sauna, a steam room, showers, lockers, a daycare area, and offices. The floor area of the various fitness center activity areas are summarized in Table 2.
- As indicated previously, the upper two levels will be separated from the fitness center and will be operated as an entirely separate enterprise. The second and third floors will have a total floor area of 61,339 square feet. The entrance and office area will be located on the northwest corner of the structure on the ground level. Two elevators located adjacent to the loading area will facilitate the movement of goods that will be stored on the second and third levels.
- The proposed structure will occupy approximately 29% of the lot (building footprint). The floor area ratio of the proposed project will be 0.87%. Landscaping will be provided along the Camfield Avenue frontage and along the site's perimeter. A total of 9,921 square feet will be landscaped which exceeds the City's requirement. The Applicant will also plant 21 trees which also exceeds the City's Code requirements.
- As indicated above, parking areas will be provided in the western, southern, and eastern portion of the site. The parking area will be shared by both patrons of the fitness center as well as those using the mini-storage facility. A total of 160 parking stalls will be provided. Of this total number, 136 stalls will be standard-size, 5 stalls will be reserved for handicapped parking,



and the 16 stalls will be compact stalls. In addition, three truck stalls will be located near the ground level entrance to the mini-storage facility for loading and unloading.

- Access to the proposed project site will be provided by a single curb cut located along the Camfield Avenue frontage. The new driveway will have a width of 35-feet (this width is required pursuant to City mitigation) and will accommodate both ingress and egress.

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. Table 2 summarizes the key elements of the proposed project. The proposed site plan is shown in Exhibit 6.

Table 2 Overview of Project	
Use	Description
Total Site Area	104,646 sq. ft.
Floor Area of Building	91,339 sq. ft.
Gym (Level 1) Gym Office Gym Floor Area Health Fitness Area <u>Locker Area</u> Total Gym Area	4,426 sq. ft. 15,338 sq. ft. 2,820 sq. ft. <u>7,417 sq. ft.</u> 30,000 sq. ft.
Mini-Storage Levels 2 and 3)	61,339 sq. ft.
Floor Area Ratio	87.35%
Landscaping Land Area Trees	9,921 sq. ft. (9.5%) 21 trees (20 reqd.)
Parking Standard Compact <u>Handicapped</u> Total	136 stalls 16 stalls <u>5 stalls</u> 160 stalls
Parking (trucks)	3 loading positions
Dynamic Builders. <i>Site Plan</i> , 2006.	

The building is designed so that its appearance is dominated by the Gold's Gym design and logo. The upper level elevations have extensive articulation and windows that is uncharacteristic of most mini-storage designs. The architecture is discussed further in Section 3.14. Building elevations are shown in Exhibit 7.

2.4 Project Objectives

The project Applicant, Dynamic Builders, is seeking to accomplish the following objectives with the proposed project:

- To efficiently utilize the site;
- To operate a new gym and mini-storage facility to meet the current and projected market 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 the proposed project ; 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 a conditional use permit; and,
- The approval of the Mitigated Negative Declaration.



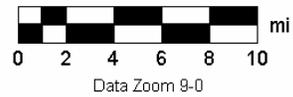
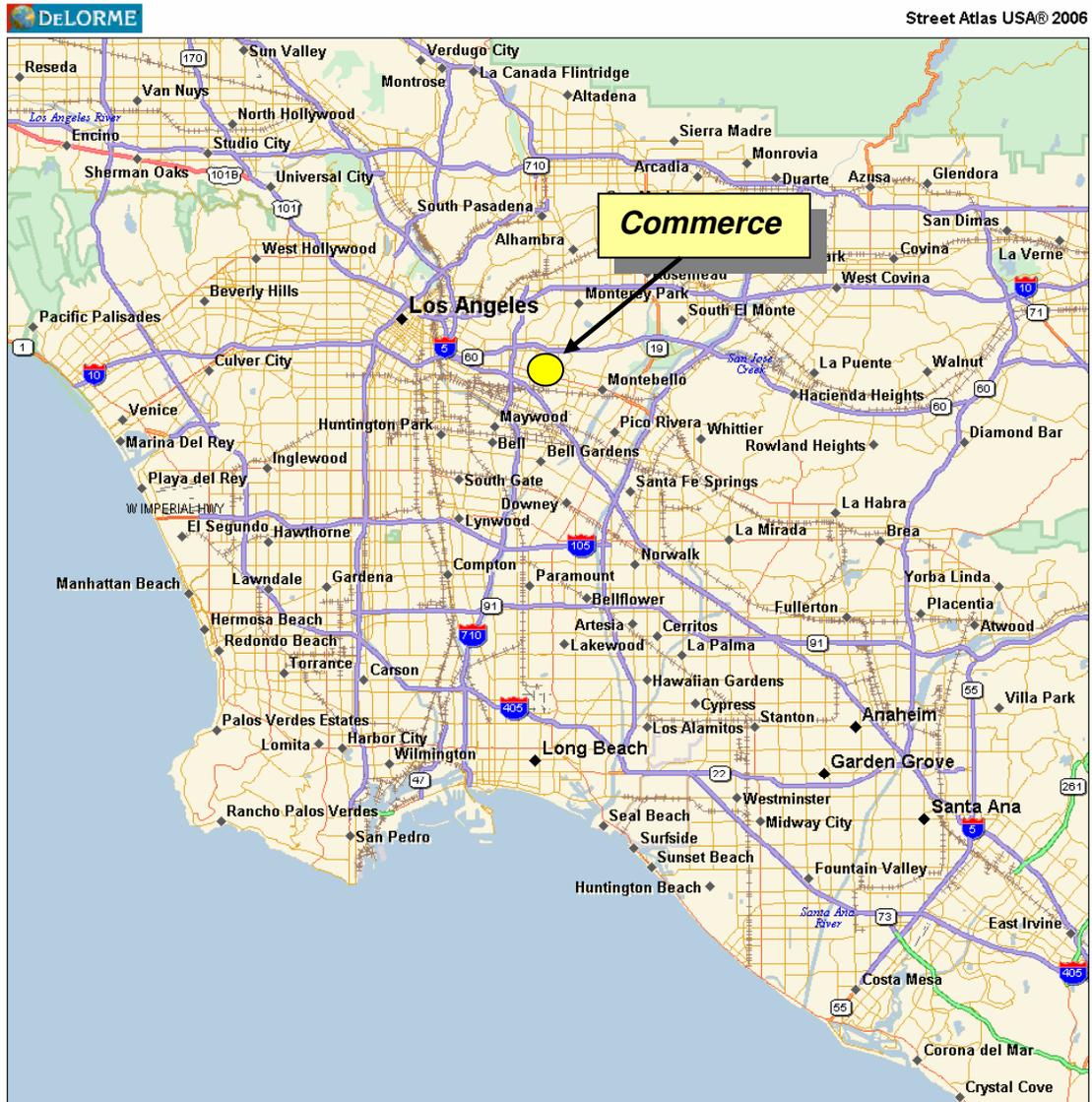


Exhibit 1
Regional Location of Commerce
Source: Blodgett • Baylosis • Associates

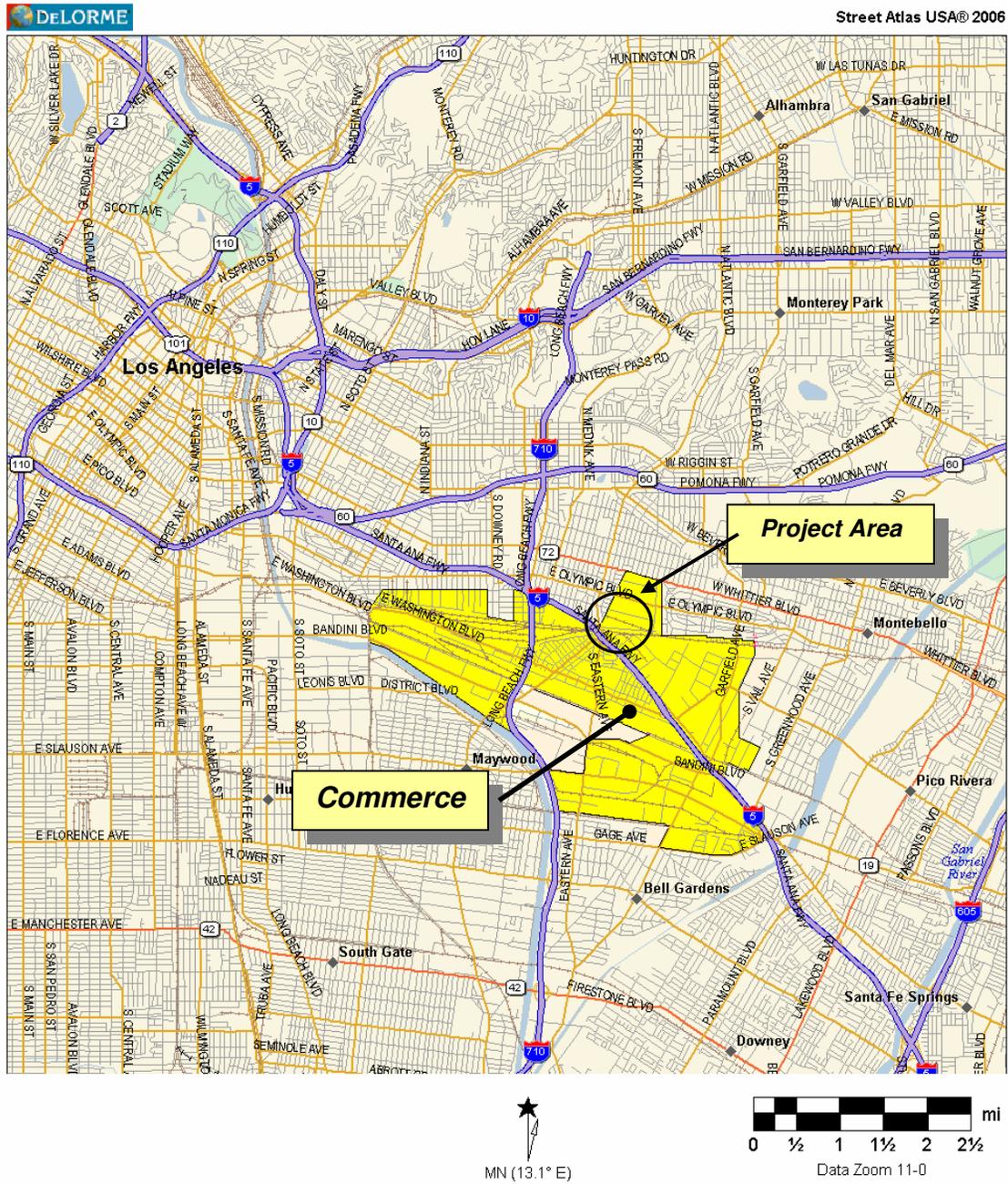


Exhibit 2
City Overview
Source: Blodgett • Baylosis • Associates

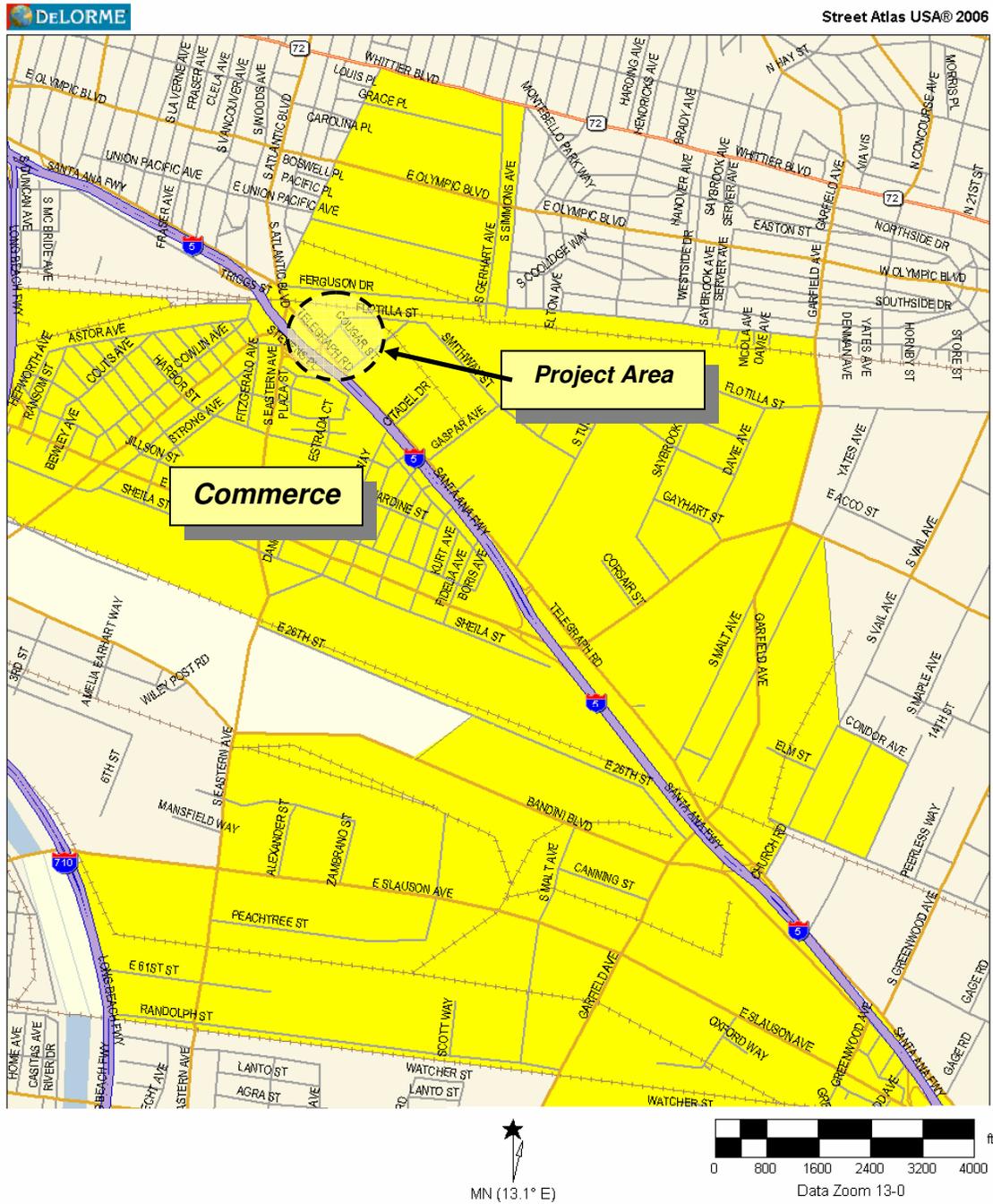


Exhibit 3
Location in City
Source: Blodgett • Baylosis • Associates



Street Atlas USA® 2006

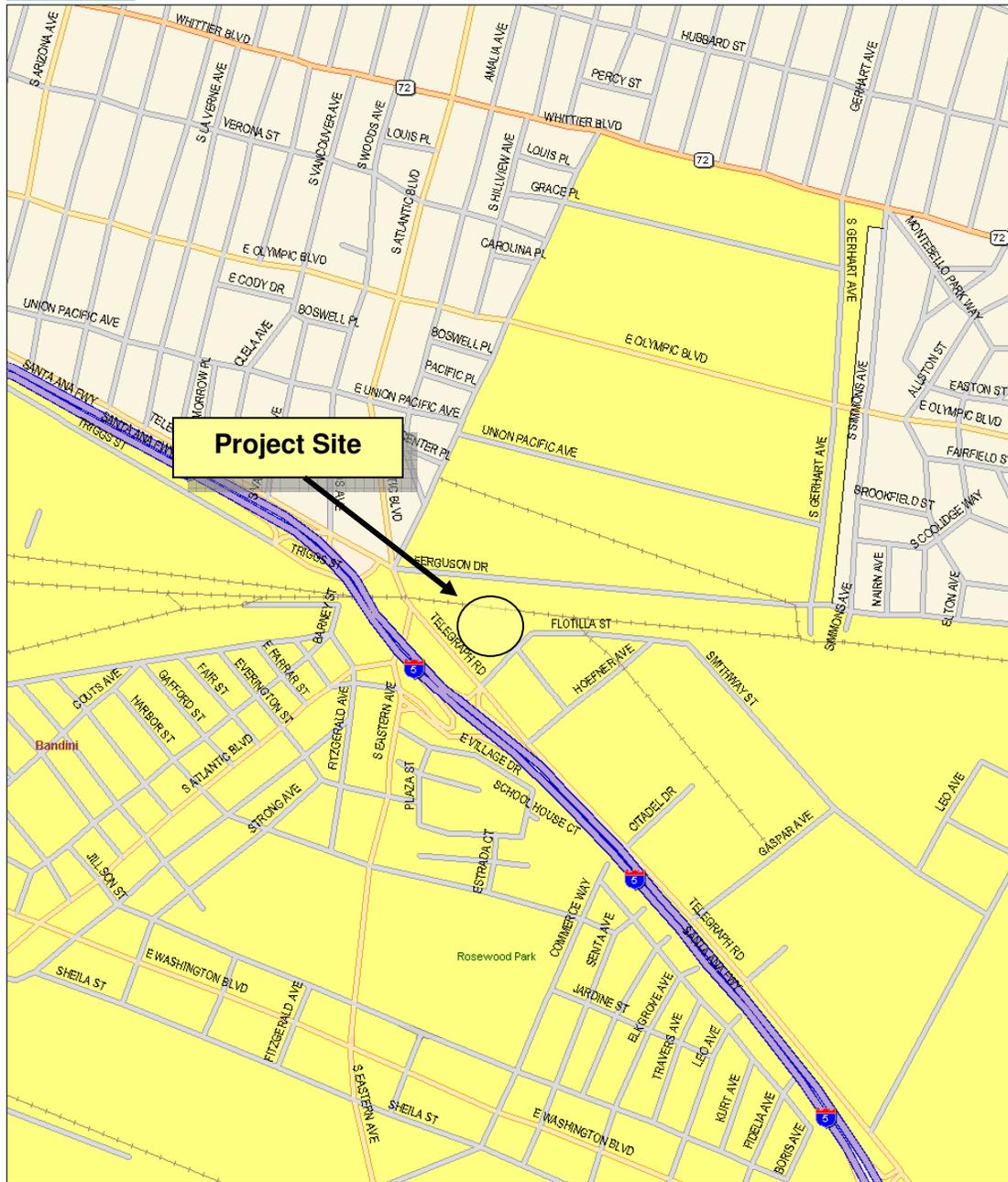
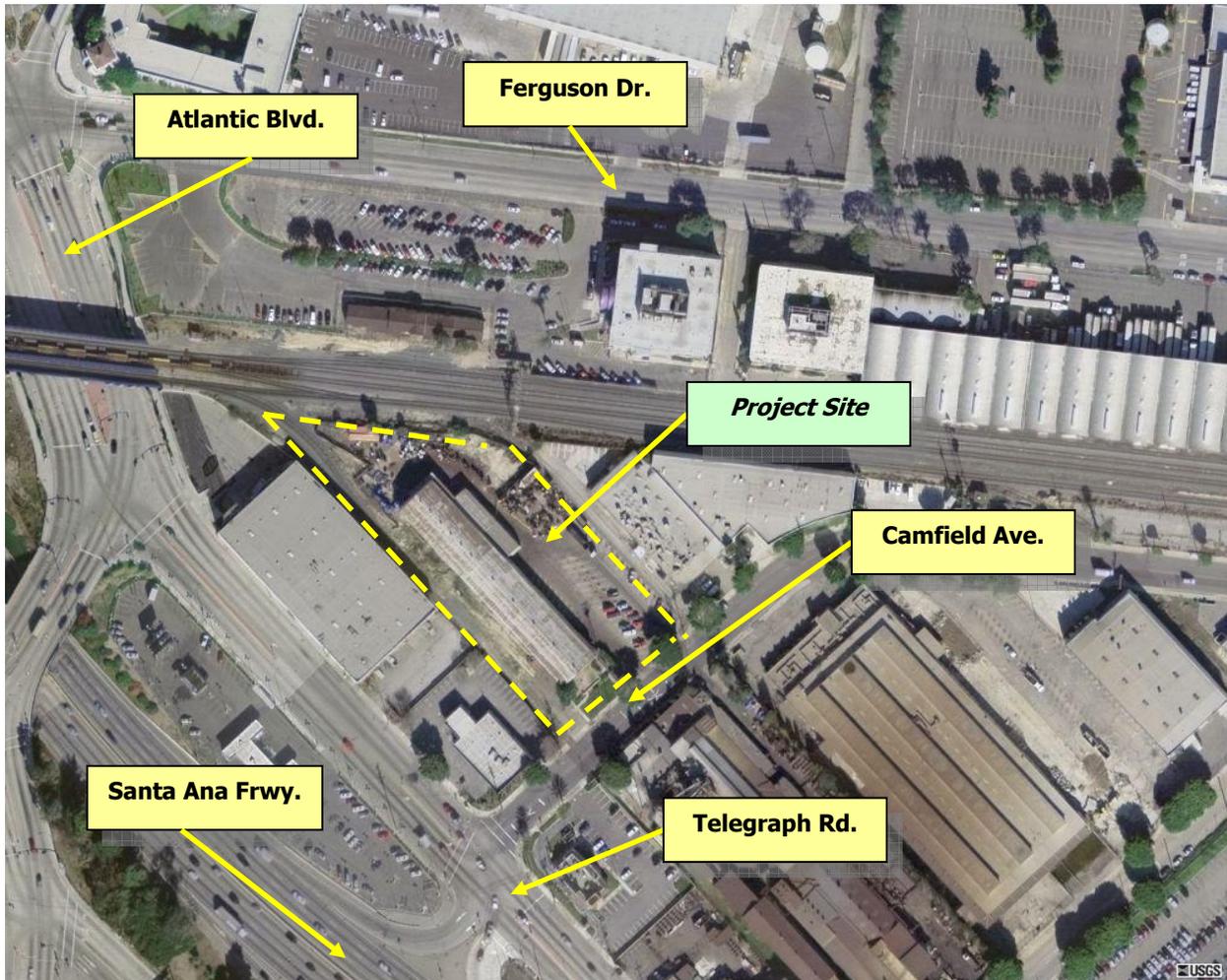
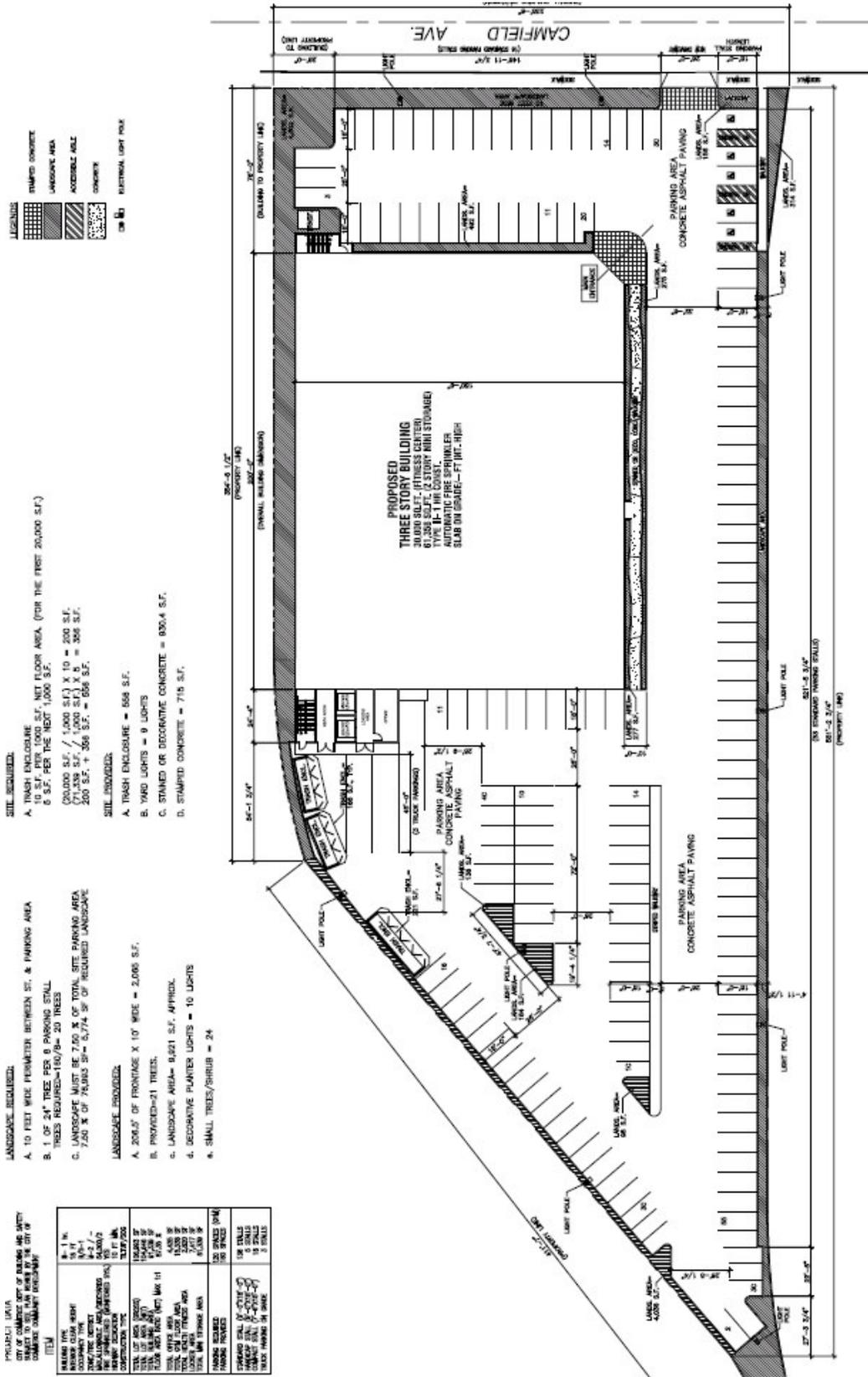


Exhibit 4
Local Area
Source: Blodgett • Baylosis • Associates

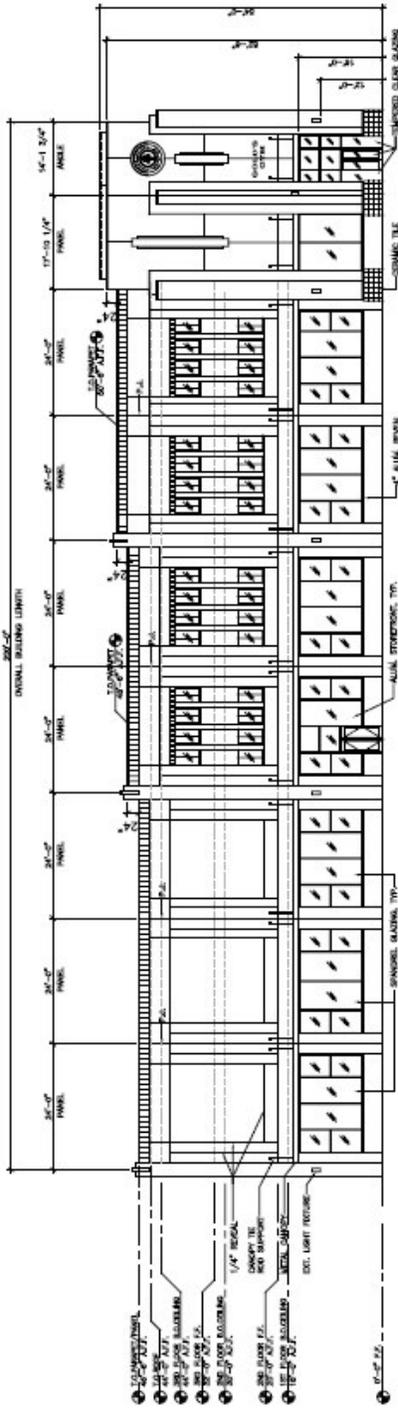


Note: Photograph was taken in March 29, 2004

Exhibit 5
Aerial Photograph
Source: Terra Server USA



**Exhibit 6
Site Plan
Source: Dynamic Builders**



SOUTH ELEVATION

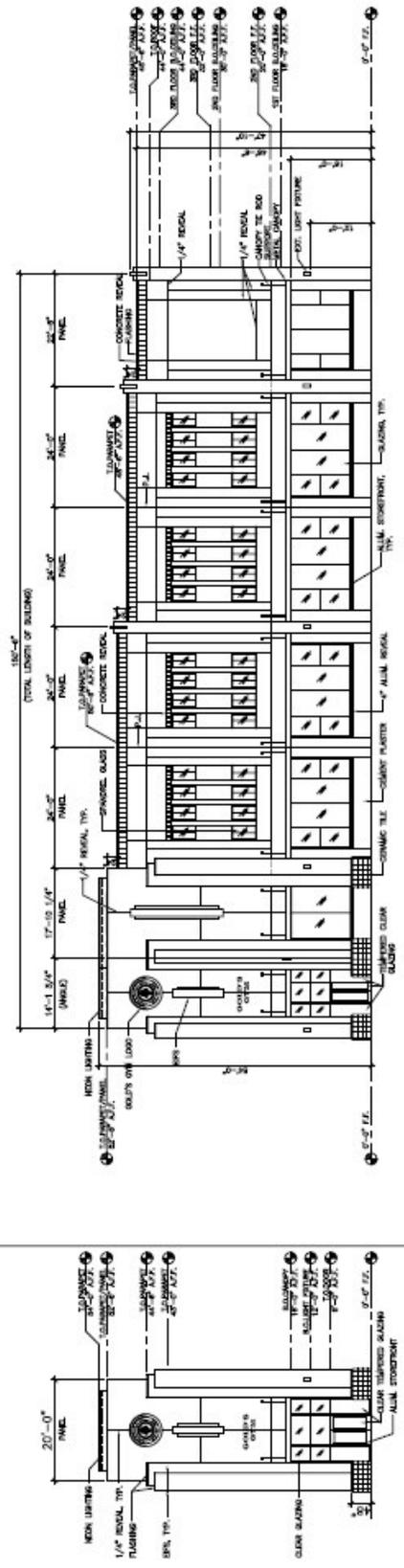


Exhibit 7
Building Elevations
Source: Dynamic Builders



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 project will not have any measurable environmental impact on the environment and no further analysis is required.
- *Less Than Significant Impact.* The proposed project 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 project 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 project 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.*

The project site is located within an area that contains both industrial and commercial uses. Newer business park development has occurred along Smithway Avenue and the Citadel shopping center is located to the east of the site along Telegraph Road which is also undergoing expansion.

A variety of land uses and development are found in the area of the proposed project site. An office (Empire Home Loans) is located to the south and a Carl's Jr. fast food restaurant is located to the southeast (on the southeast corner of Camfield Avenue and Telegraph Road). An abandoned railroad right-of-way extends along the site's southerly side. A vacant lot is located opposite the site on the east side of Camfield Avenue. A manufacturing use (Reynaldo's Mexican Food) is located adjacent to the site on the north side. Camfield Avenue extends along the site's easterly side. Land uses located in the vicinity of the project site are summarized in Table 3.



Table 3 Overview of Existing Land Uses	
Location	Use
North (adjacent to site)	manufacturing
South (adjacent to site)	office
East (adjacent to site)	Camfield Ave. row
East (opposite Camfield Ave.)	vacant lot, commercial, and manufacturing
West (adjacent to site)	Railroad spur
Source: Blodgett/Baylosis Assoc., Inc. Site Survey. 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 the aerial photo provided in Exhibit 8. 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.

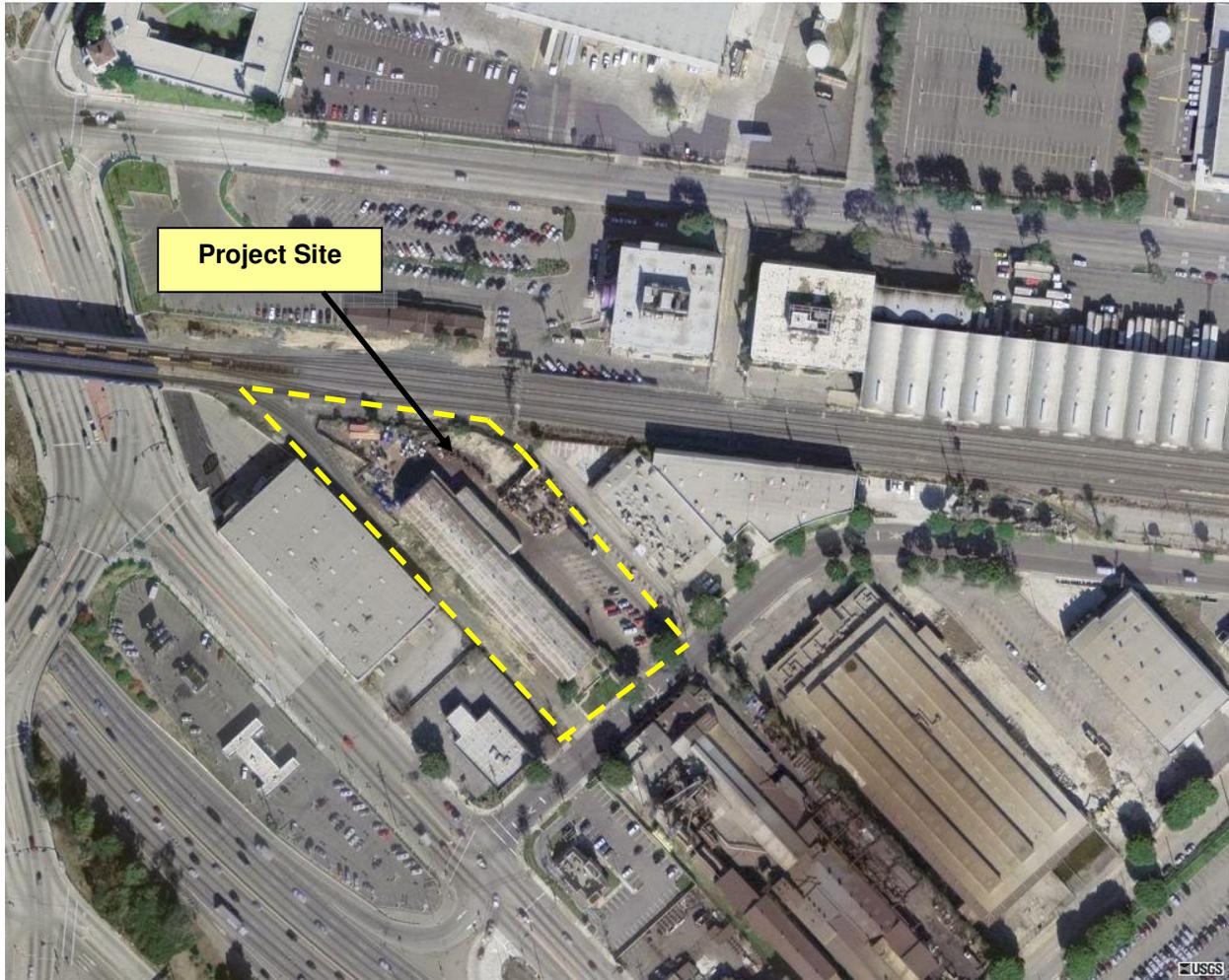
The project site, and the adjacent parcels are currently designated as Industrial in the Commerce General Plan and are zoned as Heavy Manufacturing (M-2). The parcels located to the east (east of Camfield Avenue) are designated as Commercial in the General Plan and General Commercial (C-2) on the City's Zoning Map. 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 9 and 10, 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	Commercial	General Commercial (C-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 project.

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 permitted with a CUP.
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 0.87.35 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 building's height overall will be approx.48 feet (the sign parapet will be 53 feet in height).



Note: All of the buildings shown in the site boundaries have been demolished to accommodate the proposed project. The aerial photograph was taken in 2004.

Exhibit 8
Existing Land Use
Source: Terra Server USA

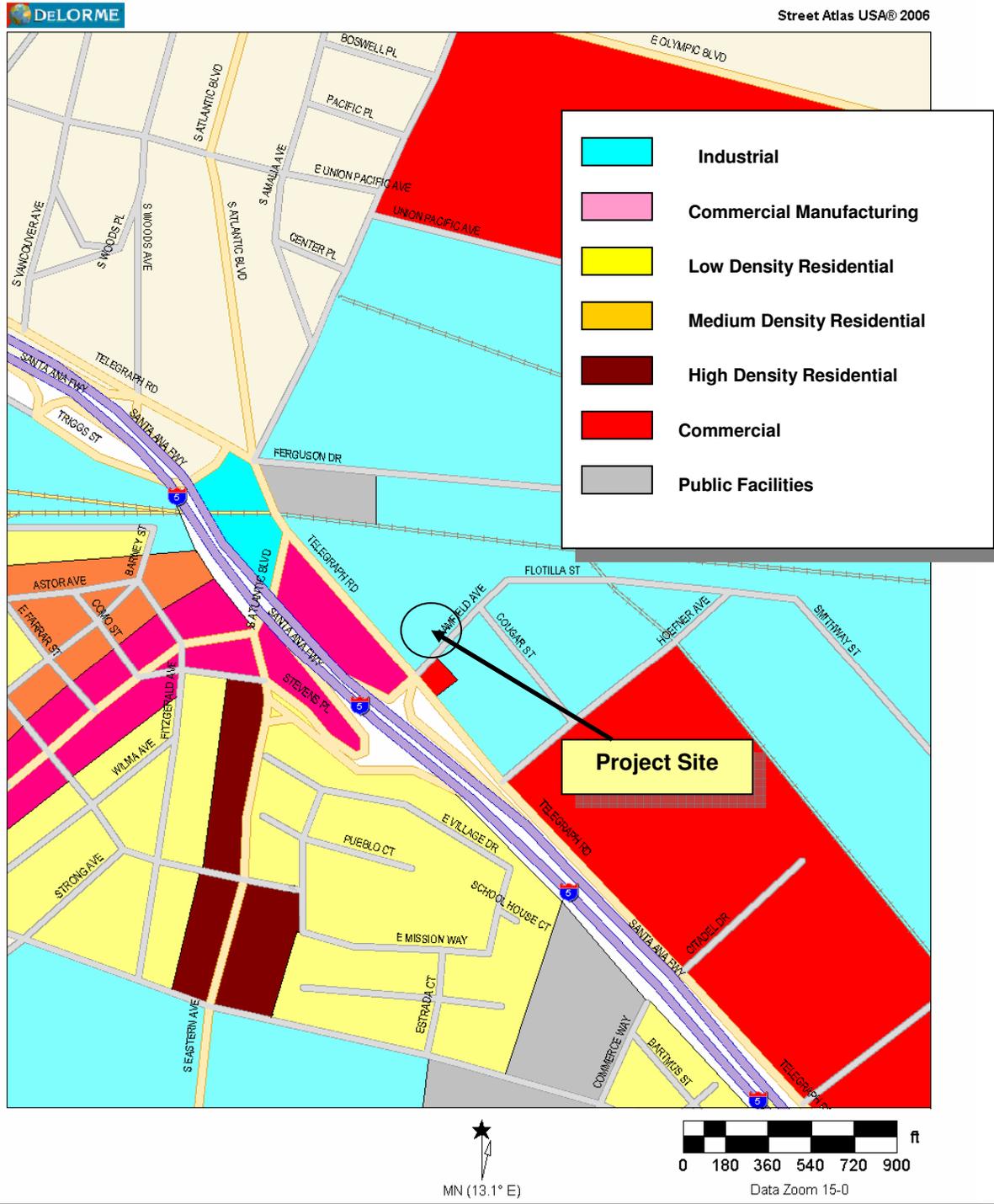


Exhibit 9
General Plan Designations
Source: City of Commerce General Plan

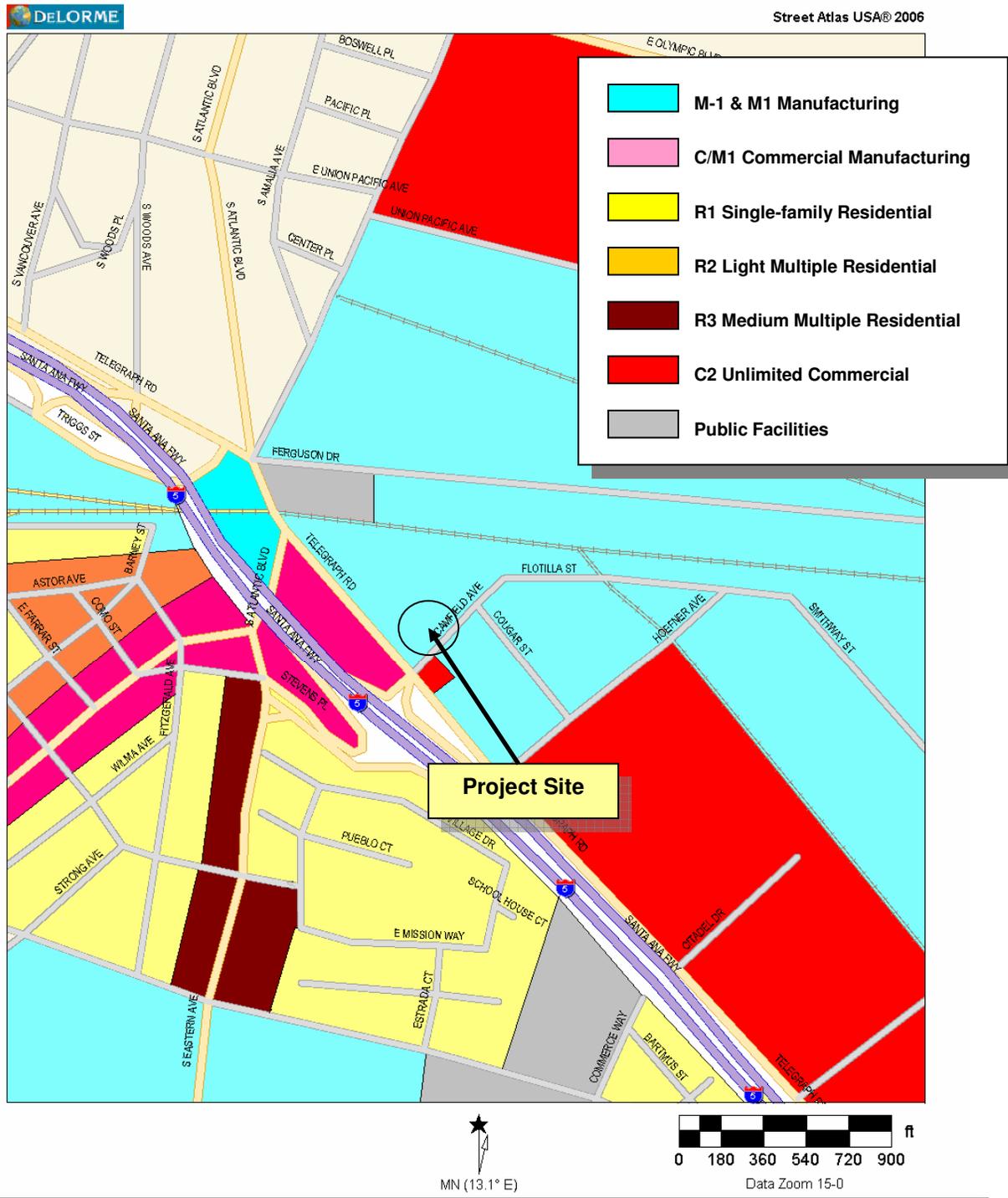


Exhibit 10
Zoning Designations
Source: City of Commerce Zoning Map



**Table 5
General Plan/Zoning Conformity Issues
(continued)**

Issue	Description	Findings
Land-scaping	The applicable zoning calls for 5% of the total lot area to be landscaped.	New landscaping will be installed along the site's perimeter, in the parking area, and along the Camfield Avenue frontage. Landscaping will total 9.5% of the total site area.
Building Setbacks	The applicable zoning requires a 15-foot setback from Camfield Ave.	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 development located on all sides (refer to Exhibit 8). No natural, undeveloped open space areas are located within the project site or within nearby parcels. The vacant parcel located to the east is privately owned. 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 project.

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.⁴ There are no soils in the City designated as "Prime Farmland," "Unique Farmland" or "Soils of Statewide Importance."⁵ The site is currently improved though the buildings that

⁴ City of Commerce. *Commerce General Plan Land Use Element*. 1987.

⁵ State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.

previously occupied the site have been demolished. The balance of the site is consists of impervious surfaces. As a result, the proposed project 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.⁶ 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's implementation.

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. As a result, no farmland conversion 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 project. 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;

⁶ Blodgett/Baylosis Associates. *Site Survey*. June 2006.



- 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. As indicated in Table 6, the proposed project will not result in any growth inducing impacts.

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 was previously developed in industrial uses.	The proposed project is an infill development within a commercial and industrial area 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 Camfield Avenue 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 project other than utility connections.
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 existing housing 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 2020.⁷ Table 7 indicates the projected employment for the proposed project based on standard employment generation rates for a typical 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 67 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
Fitness Center (30,000 sq. ft.)	1 job/500 sq. ft.	60 jobs
Mini-Storage. (61,339 sq. ft.)	na	5 jobs
Total		65 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.*

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. The proposed project will not result in any housing displacement. No residential units are located within the project site boundaries.⁸ 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.

⁷ Southern California Association of Governments, *2010 Population, Household and Employment Projections*, 2006.

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

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.⁹ 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);
- 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;

⁹ United States Geological Survey. *Los Angeles 7 1/2 Minute Quadrangle*. 1984



- 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. Camfield Avenue connects with Telegraph Road which provides access to the I-5 Freeway to the I-5 Freeway. Camfield Avenue is a two-lane undivided collector road located to the west of the site. 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.

As indicated in Table 8, the proposed project will potentially generate 839 trips on a daily basis. Of this total, 19 trips will occur during the morning (AM) peak hour while 147 trips will occur during the evening (PM) peak hour. Table 8 also indicates the trip generation from the previous use that occupied the site. When discounting the potential trip generation from the previous manufacturing use, the net increase will be 37 fewer AM peak hour trips, 90 PM peak hour trips, and 546 daily trips. It should be pointed out that the aforementioned trip generation does not consider pass-by trips. A pass-by adjustment takes into account the sharing of trips. For example, many patrons of the fitness center will likely stop there on their way home from work (hence the higher PM trip rate). The pass-by adjustment for these types of uses typically range from 25% to 50%. In other words, the trip generation rates for the project as shown in Table 8 will likely be 25% to 50% less than that shown in the Table. For purposes of analysis, a more conservative rate of 25% was used.

	Morning (AM) Peak Hour			Evening (PM) Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Previous Use (76,590 sq. ft.)	43	13	56	21	36	57	293
Fitness Center (30,000 sq. ft.)	4	5	9	79	50	129	686*
Mini-Storage (61,339 sq. ft.)	6	4	10	8	8	16	153
Total Project	10	9	19	87	58	147	839
Net Change	-33	-4	-37	66	22	90	546
25% pass-by adjustment	NA	NA	NA	50	17	67	410

*Note. The ITE did not have a daily tip rate for fitness centers. As a result, the daily rates used those for a "recreation center" 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. Exhibit 11 illustrates the projected trip distribution. Exhibit 12 indicates the project's daily traffic impact with the adjustment (previous use minus the proposed use and a 25% pass-by adjustment). 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 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 AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction) at the nearest Freeway ramp connection. 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 Camfield Avenue frontage. The new driveway will have a width of 40-feet and will accommodate both ingress and egress. The following mitigation is recommended to facilitate ingress and egress to the site.

- The site plan identified three parking stalls that will be provided in the front (east) parking area near the north property line. These stalls should either be reserved for long-term employee

parking or eliminated. The ability to turn-around vehicles that exit these stalls will be difficult when other parking stalls are occupied. In addition, the entryway to the site must have a minimum width of 35-feet.

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 Camfield Avenue 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..

As indicated above, parking areas will be provided in the western, southern, and eastern portion of the site. The parking area will be shared by both patrons of the fitness center as well as those using the mini-storage facility. A total of 160 parking stalls will be provided. Of this total number, 136 stalls will be standard-size, 5 stalls will be reserved for handicapped parking, and the 16 stalls will be compact stalls. In addition, three truck stalls will be located near the ground level entrance to the mini-storage facility for loading and unloading.

Of the 160 stalls, 120 stalls will be reserved for the fitness center and 40 stalls will be reserved for the mini-storage. The actual number of parking stalls required for a storage use such as that being proposed will be less than the number typically required for conventional office and/or retailing uses. The greatest demand for parking will occur during the period in which the majority of the storage units will be rented. Review of literature related to parking demand for storage uses indicates the frequency of someone actually visiting the storage unit once it has been rented ranges from once every several months to several times a year. For this reason, the provided parking (40 stalls) will be sufficient so long as the following mitigation is adhered to:

- No over night parking shall be allowed within the project site including those located in the rear parking area near the mini-storage loading areas and entry.



- All loading must occur on-site. No short-term on-street parking will be permitted.
- All parking areas must be clearly identified in the southernmost surface parking area. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.

The aforementioned mitigation, as well as those measures identified in Section 3.4.C, 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 65 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), located approximately 12 miles to the southwest.¹⁰ 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.

¹⁰ United States Geological Survey. *Los Angeles 7 1/2 Minute Quadrangle*.

Mitigation Measures

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

Mitigation Measure No. 1 (Traffic and Circulation).

The site plan identified three parking stalls that will be provided in the front (east) parking area near the north property line. These stalls should either be reserved for long-term employee parking or eliminated. The ability to turn-around vehicles that exit these stalls will be difficult when other parking stalls are occupied. In addition, the entryway to the site must have a minimum width of 35-feet.

Mitigation Measure No. 2 (Traffic and Circulation).

No over night parking shall be allowed within the project site including those located in the rear parking area near the mini-storage loading areas and entry.

Mitigation Measure No. 3 (Traffic and Circulation).

All loading must occur on-site. No short-term on-street parking will be permitted.

Mitigation Measure No. 4 (Traffic and Circulation).

All parking areas must be clearly identified in the southernmost surface parking area. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.

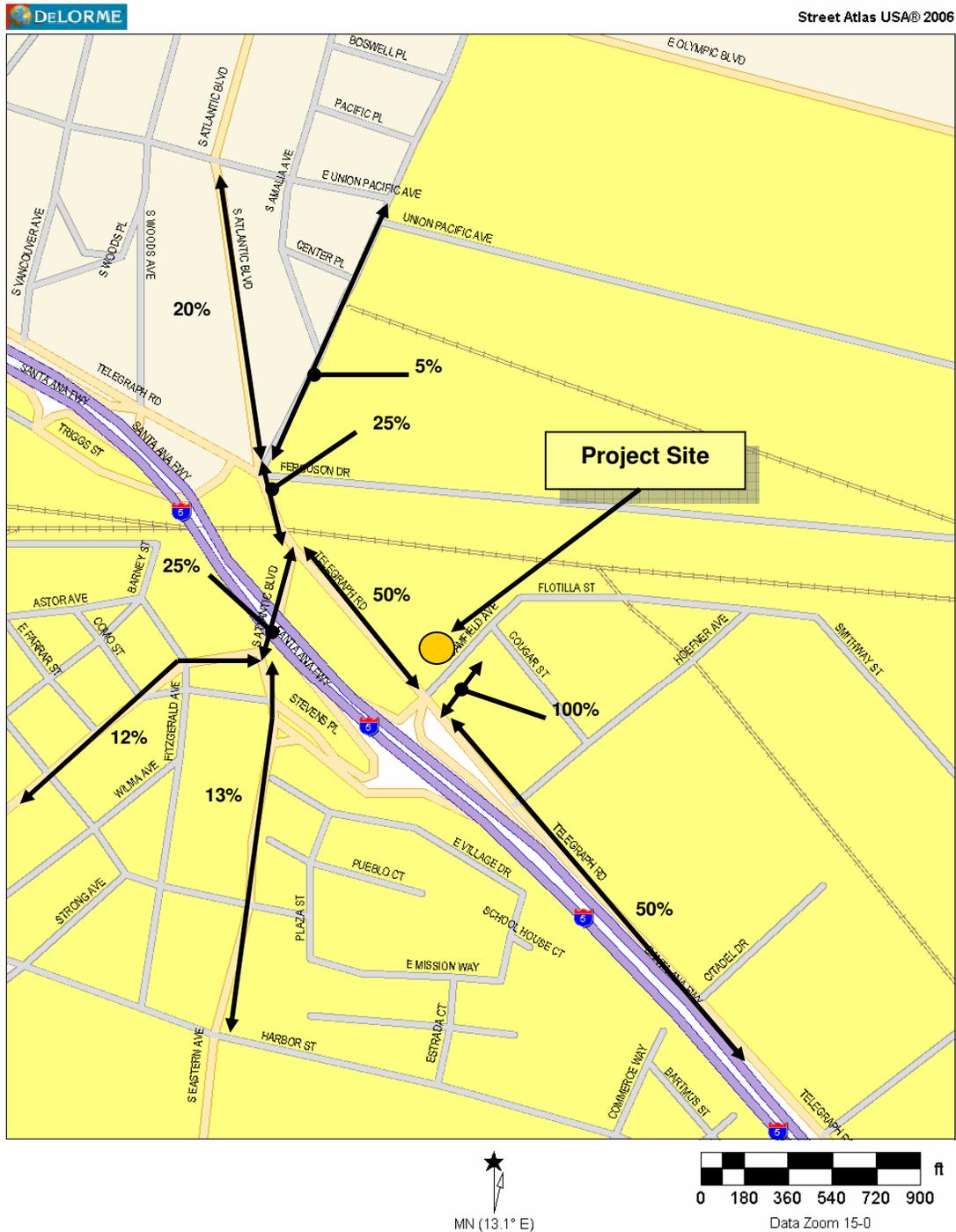


Exhibit 11
Trip Distribution Assumptions
Source: Blodgett • Baylosis • Associates

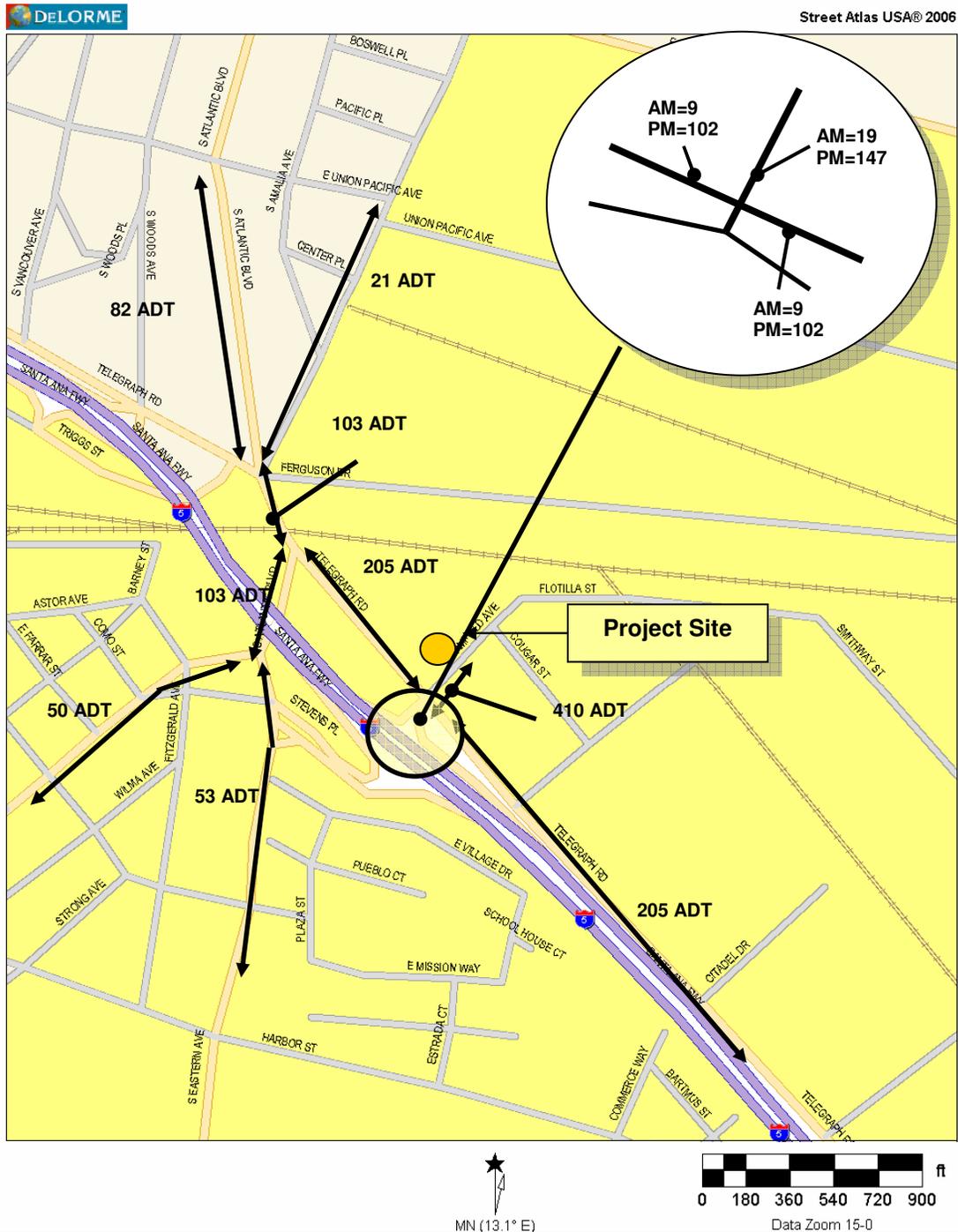
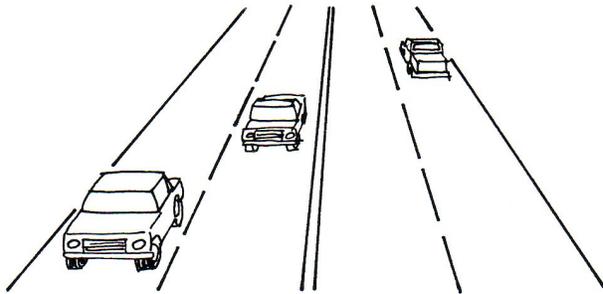
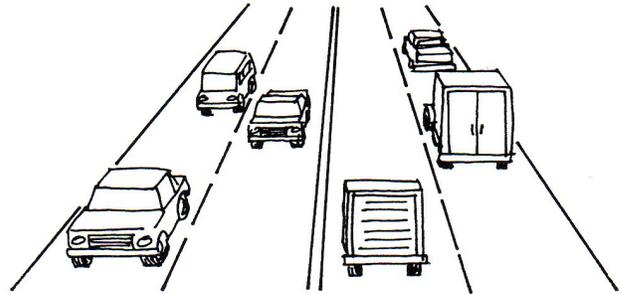


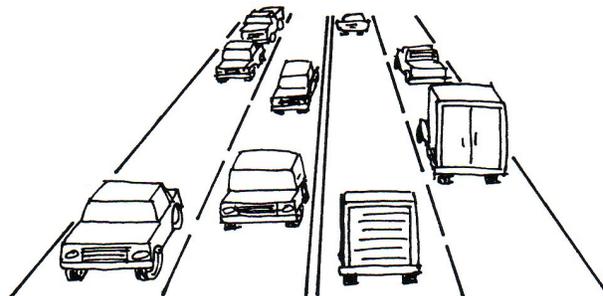
Exhibit 12
Project Trip Generation (Daily Trips)
 Source: Blodgett • Baylosis • Associates



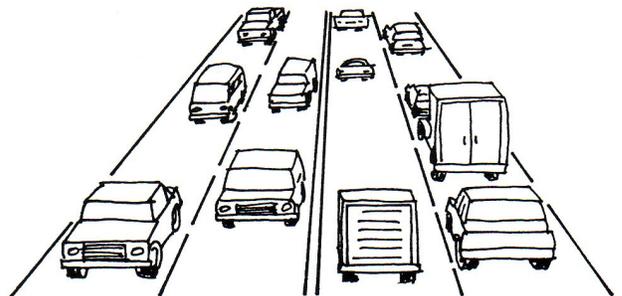
Level of Service A
Free flow in which there is little or no restriction on speed or maneuverability.



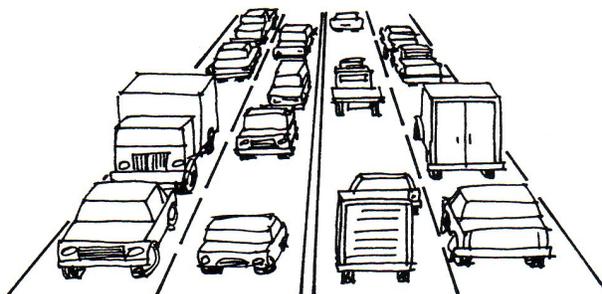
Level of Service B
Stable flow though operating speed is beginning to be restricted by other traffic.



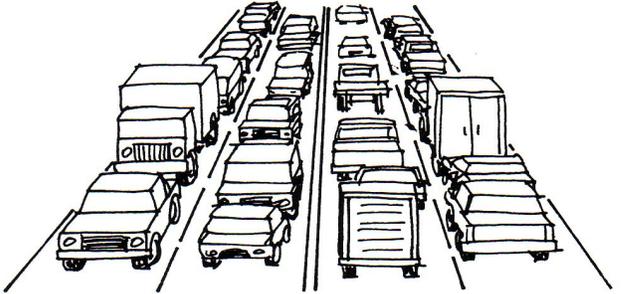
Level of Service C
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



Level of Service D
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



Level of Service F
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

Exhibit 13
Levels of Service Definitions
Source: Blodgett • Baylosis • Associates

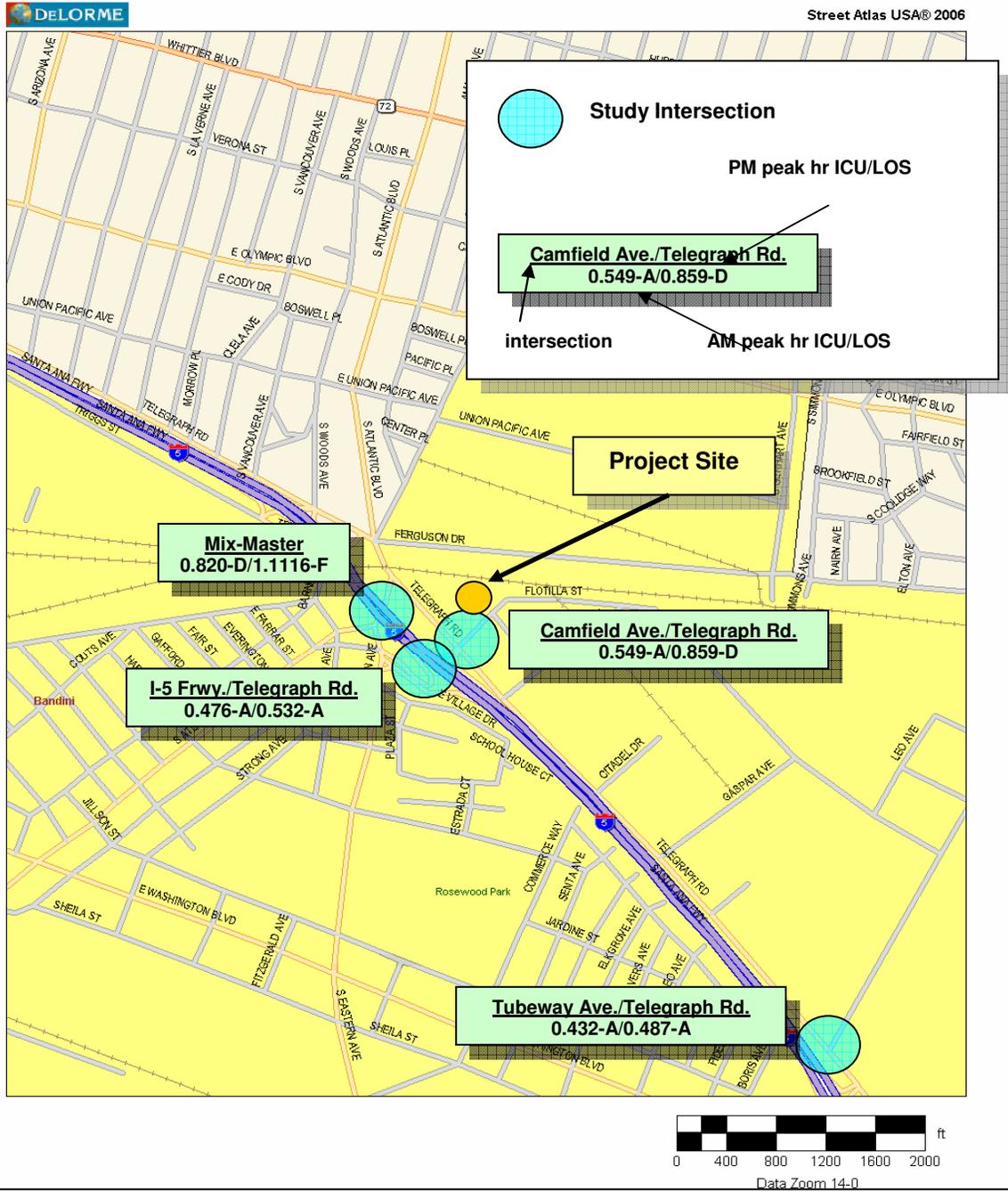


Exhibit 14
Intersection Levels of Service
Source: City of Commerce



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 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.*

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. 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. As a result, no significant adverse impacts associated with fault rupture will occur.

- 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.*

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 15.¹¹ 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 project will not result in any significant additional soil erosion or loss of topsoil following development.

¹¹ California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones*. 1998



 Areas subject to potential liquefaction risk

Exhibit 15
Potential Liquefaction Risk
Source: California Geological Survey



- 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.*

There are no landslide hazards since the site is level. Furthermore, the development of the project site 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.

- 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 project's implementation 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.¹² The topography of the project site and the surrounding area is generally level. As a result, the proposed project will not result in any significant adverse impacts related to natural or unique geologic features.

¹² United States Geological Survey. *Los Angeles 7 1/2 Minute Quadrangle*. 1987

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;
- 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 and covered in impervious surfaces. The proposed use and the attendant improvements are limited to the project site. No substantial change in the site's previous impervious nature will change under the current development proposal. 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 not result in water consumption that would lead to a decline in the groundwater levels. 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.¹³ In addition, no streams or rivers are located within the project site or in the immediate area as indicated in Exhibit 16. 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 16). 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.

¹³ United States Geological Survey. *Los Angeles 7 ½ Minute Quadrangle*. 1984.

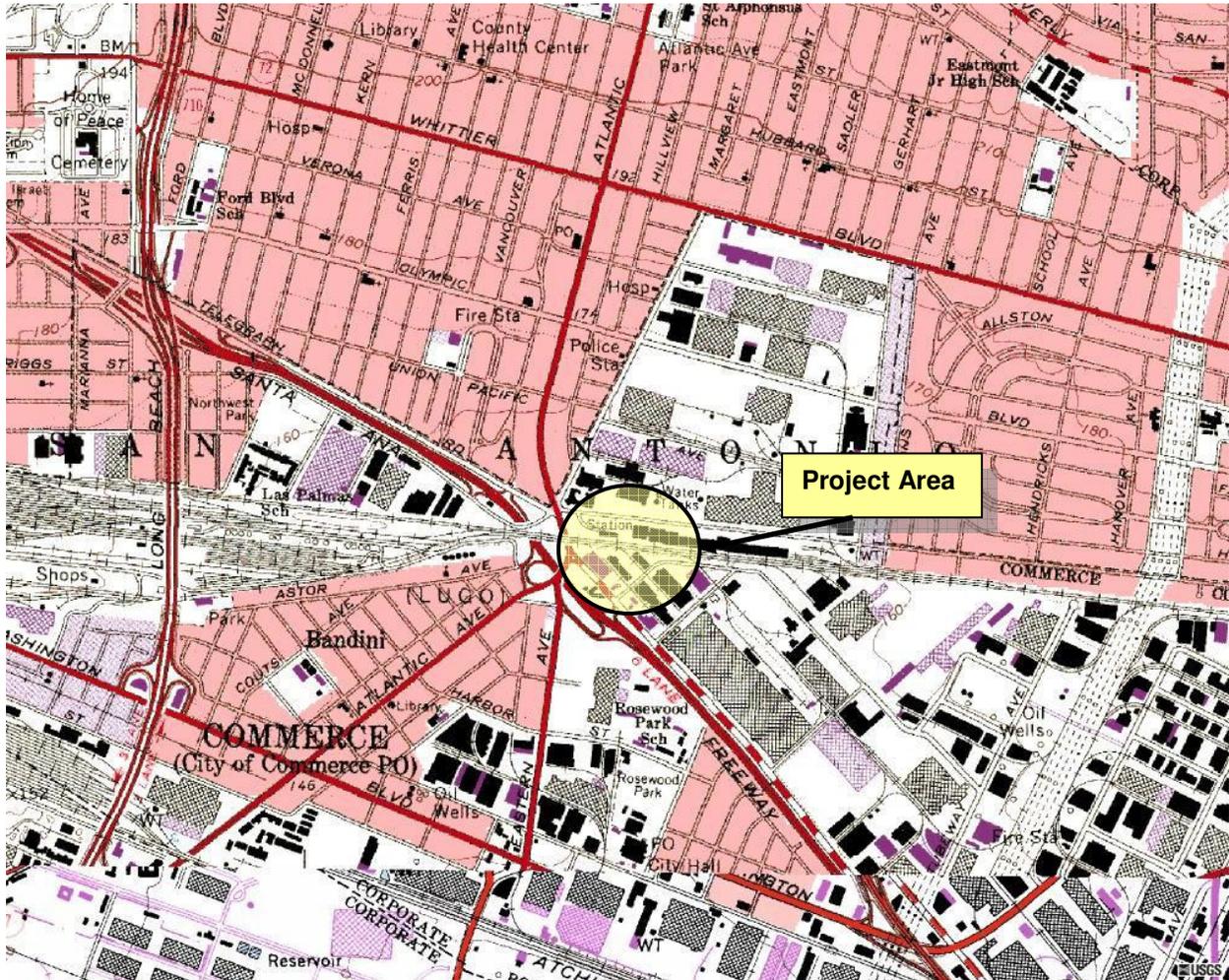


Exhibit 16
Topography and Hydrology
Source: United States Geological Survey



- 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.¹⁴ 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.

- 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). 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 project.

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

¹⁴ 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.

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 project.

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

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

- H. *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 measure as a means to control storm water runoff and any pollutants that may enter the storm drain system:

Mitigation Measure No. 5 (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 project 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. 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).

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). The mobile emissions assumed a worse-case daily trip generation of 839 trip ends.

Table 9 Estimated Long-Term Operational Emissions (lbs/day)				
Source	ROG	NOX	CO	PM₁₀
Area wide	0.12	0.60	0.82	0.00
Mobile	8.14	9.31	101.30	7.25
Total	8.27	9.91	102.12	7.25
Thresholds	55	100	550	150
Source: Blodgett/Baylosis Associates, 2006.				

As indicated in Table 9, 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 17 indicates the location and extent of sensitive receptors to the project site and their distance. In addition, the receptors indicated in Exhibit 17 are separated from the project site by the Santa Ana Freeway. 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 three level structure that will have an approximately height of 48-feet overall. 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.

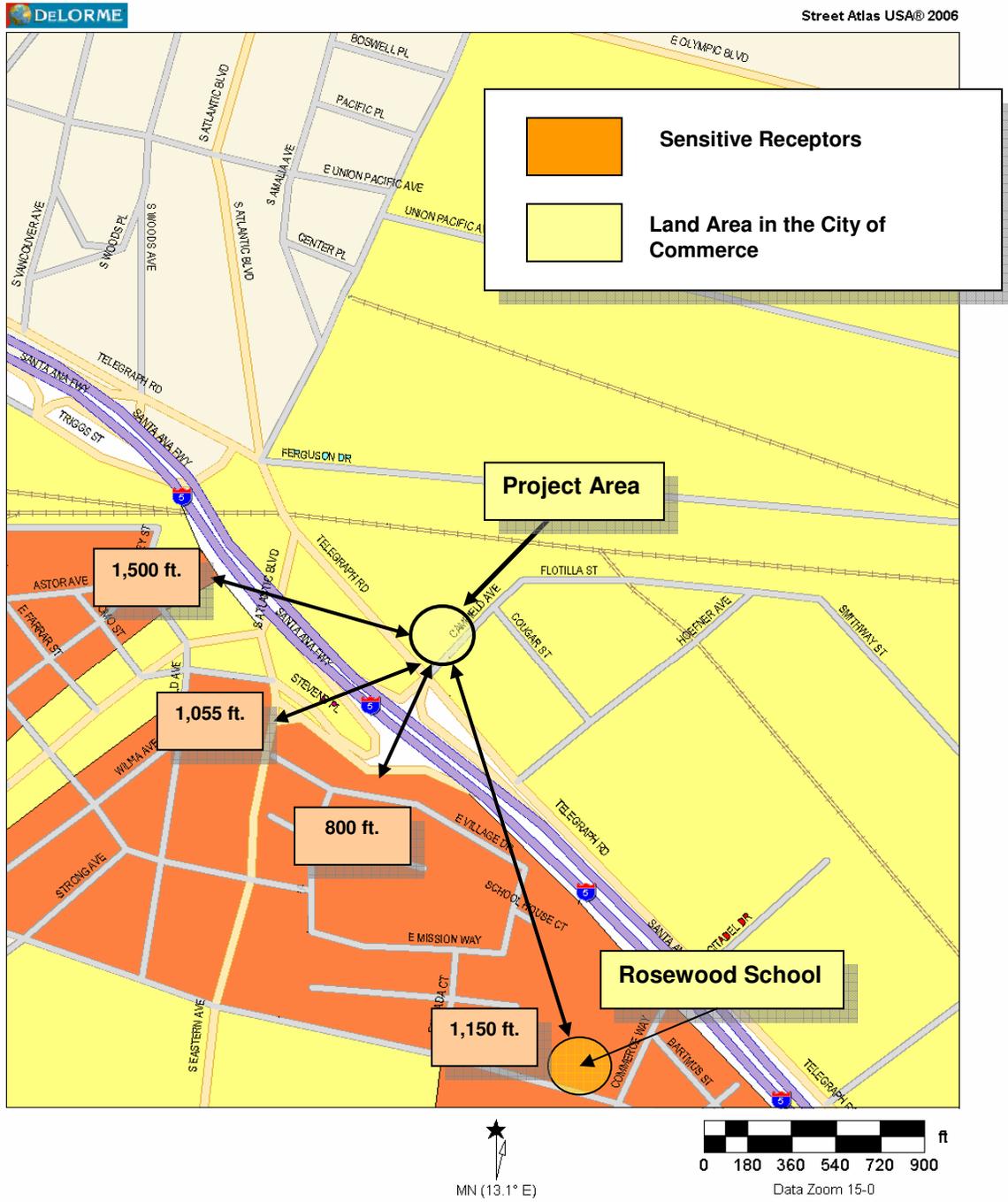


Exhibit 17
Sensitive Receptors - Air
Source: Blodgett • Baylosis • Associates



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. Animal life in the nearby urban areas consists of species commonly found in an urban setting. As a result, the proposed project will not have any 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 native 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.¹⁵ Thus, the proposed project 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 buildings and hardscape surfaces. 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.¹⁶ As a result, no wetland habitat will be disturbed by the proposed use.

- 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*

¹⁵Blodgett/Baylosis Associates. *Site Survey*. June 2006.

¹⁶United States Geological Survey. *Los Angeles 7 ½ Minute Quadrangle*. 1994.



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 project 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. Landscaping will be provided along the Camfield Avenue frontage and along the site's perimeter. A total of 9,921 square feet will be landscaped which exceeds the City's requirement. The Applicant will also plant 21 trees which also exceeds the City's Code requirements. 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.¹⁷ 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.

¹⁷United States Geological Survey. *Los Angeles 7 ½ 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 overlies a portion of the Bandini and East Los Angeles oilfields. The proposed project site is not located within a designated Mineral Aggregate Resource Area, nor is it located in an area with active mineral extraction activities.¹⁸ 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.*

¹⁸ 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 is a single well located within or near the project site. This well, designated as Arco, Western Energy U. P. Unit 2, is shown as an abandoned and plugged well. 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 project 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.¹⁹ 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.²⁰ 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.

¹⁹ State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 2006.

²⁰ 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? Potentially Significant Impact Unless Mitigated.*

The proposed project 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. The following mitigation will be required to mitigate the risk of upset impacts:

- The proposed storage facility will not be permitted to have combustible fuels, gasses, or chemicals stored within the enclosed storage units. These prohibited substances include paints, thinners, solvents, fuels, or other substances deemed by the Fire Department to be prohibited.
- A list of prohibited storage materials must be posted in the office and in other conspicuous places indicated by the Fire Department and must be included as part of any rental agreement.

The aforementioned mitigation will reduce the potential impacts to levels that are 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.²¹ The nearest school is the Rosewood School located 1,150 feet to the southeast. The school is separated from the project site by the Santa Ana Freeway. Because of 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? Potentially Significant Impact Unless Mitigated.*

The proposed project site will be occupied by a structure that will be used for mini-storage on the upper two levels and a fitness center on the ground level. 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).

Review of maps provided by the State Department of Conservation indicates there is a single well located within or near the project site. This well, designated as Arco, Western Energy U. P. Unit 2, is shown as an abandoned and plugged well. To ensure that appropriate closure has been implemented, the following mitigation measure will be required.

- The Applicant shall be required to demonstrate that the closure and abandonment of any wells located within the project boundaries have undergone closure pursuant to all applicable requirements and regulations governing such closure and abandonment.

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

²¹ State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 1990.

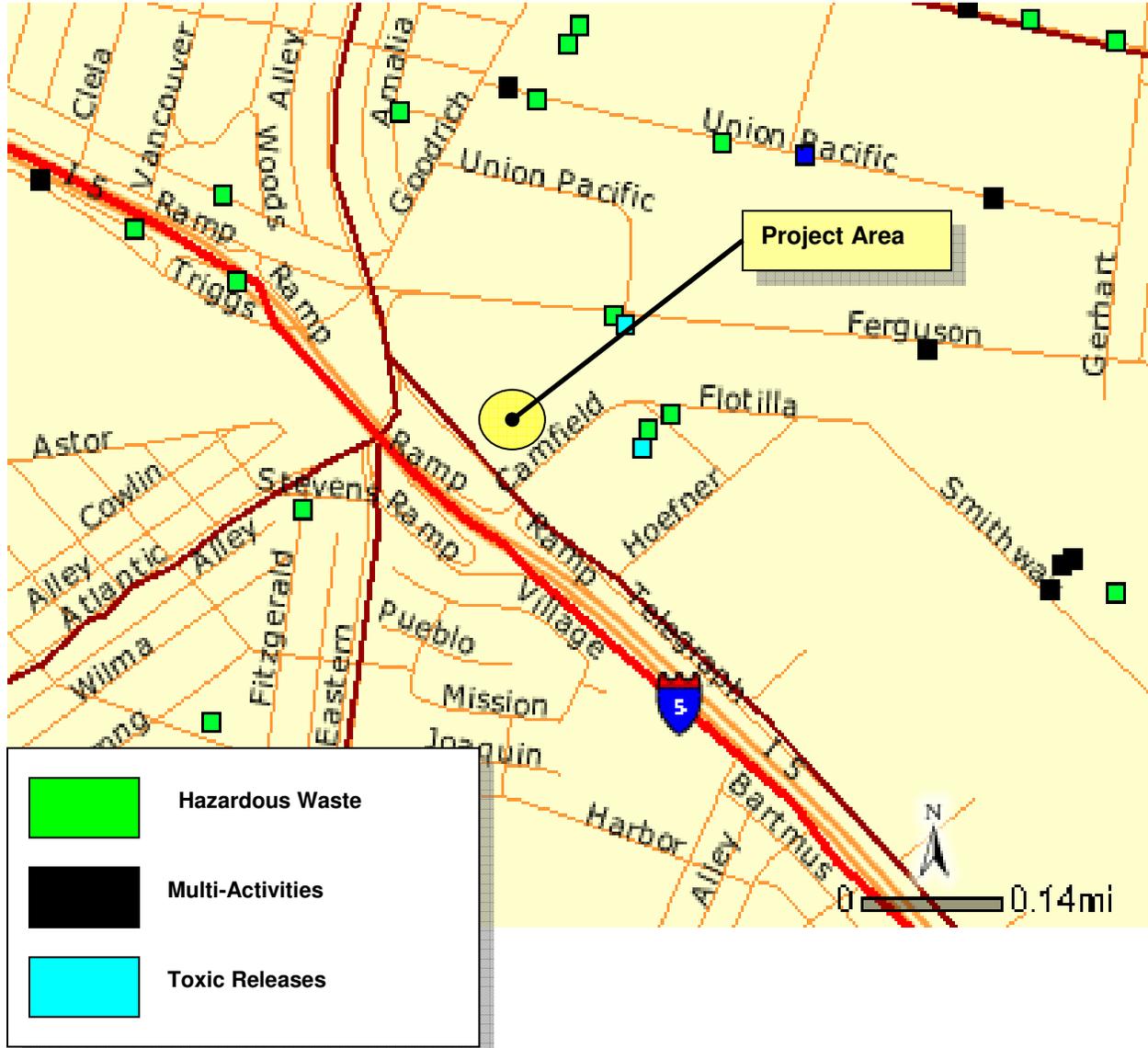


Exhibit 16
Regulated Sites
Source: United States Environmental Protection Agency



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 12 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.²² 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 12 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.²³ As a result, the proposed project will not present a safety hazard related to aircraft or airport operations of a private airstrip.

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.²⁴ At no time will access to the other businesses located along 61st Street be affected by the proposed development, Thus, no

²² Rand McNally. *Street Finder*. 1998.

²³ Ibid.

²⁴ Thomas Brothers Maps. *The Thomas Guide for Los Angeles and Orange Counties*. 1996.

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.²⁵ 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 following mitigation would be required to mitigate potential risk of upset impacts:

Mitigation Measure No. 6 (Risk of Upset). The proposed storage facility will not be permitted to have combustible fuels, gasses, or chemicals stored within the enclosed storage units. These prohibited substances include paints, thinners, solvents, fuels, or other substances deemed by the Fire Department to be prohibited.

Mitigation Measure No. 7 (Risk of Upset). A list of prohibited storage materials must be posted in the office and in other conspicuous places indicated by the Fire Department and must be included as part of any rental agreement.

Mitigation Measure No. 8 (Risk of Upset). The Applicant shall be required to demonstrate that the closure and abandonment of any wells located within the project boundaries have undergone closure pursuant to all applicable requirements and regulations governing such closure and abandonment.

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:

²⁵ Blodgett/Baylosis Associates. *Site Survey*. June 2006



- 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 the Santa Ana Freeway and Telegraph Road. 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 in 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 result in less than a 1% increase in traffic overall for the segment of Telegraph Road nearest to the project site. 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.*

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. The location and extent of sensitive receptors are indicated in Exhibit 19. In addition, these noise sensitive receptors are separated from the site by the Santa Ana Freeway. In addition, a sound wall has been constructed along the south side of the freeway that blocks the view of the site from the Village neighborhood and the Rosewood Elementary School. 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 Telegraph Road would generate a negligible increase in traffic noise (below 1.0 dBA) given the relatively high ambient noise levels in the area. 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. In addition, these noise sensitive receptors are separated from the site by the Santa Ana Freeway. In addition, a sound wall has been constructed along the south side of the freeway that blocks the view of the site from the Village neighborhood and the Rosewood Elementary School. 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.



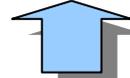
 Serious Injury	165	
	160	
	155	
	150	
 Pain	145	<i>sonic boom</i>
	140	
	135	
	130	
	125	<i>jet take off at 200 ft.</i>
	120	
 Discomfort	115	<i>music in night club interior</i>
	110	<i>motorcycle at 20 ft.</i>
	105	<i>power mower</i>
	100	
	95	<i>freight train at 50 ft.</i>
	90	<i>food blender</i>
 Physical Injury	85	<i>electric mixer, light rail train horn</i>
	80	
	75	
	70	<i>portable fan, roadway traffic at 50 ft.</i>
	65	
	60	<i>dishwasher, air conditioner</i>
	55	
	50	<i>normal conversation</i>
	45	<i>refrigerator, light traffic at 100 ft.</i>
	40	
	35	<i>library interior (quiet study area)</i>
30		
 Threshold of Hearing	25	
	20	
	15	
	10	<i>rustling leaves</i>
	5	
	0	

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)		Light Pink		
		Front Loaders		Light Pink	Light Red	
		Backhoes		Light Pink	Light Red	Red
		Tractors			Light Red	Red
		Scrapers, Graders			Light Red	
		Pavers			Light Red	
		Trucks			Light Red	Orange
	Materials Handling Equipment	Concrete Mixers		Light Pink	Light Red	
		Concrete Pumps			Light Red	
		Cranes (Movable)		Light Pink	Light Red	
		Cranes (Derrick)		Light Pink	Light Red	
	Stationary Equipment	Pumps	Light Pink			
		Generators		Light Pink		
Compressors				Light Red		
Impact Equipment	Pneumatic Wrenches			Light Red		
	Jack Hammers			Light Red	Orange	
	Pile Drivers				Orange	Dark Red
Other Equipment	Vibrators	Light Pink	Light Pink			
	Saws		Light Pink			

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

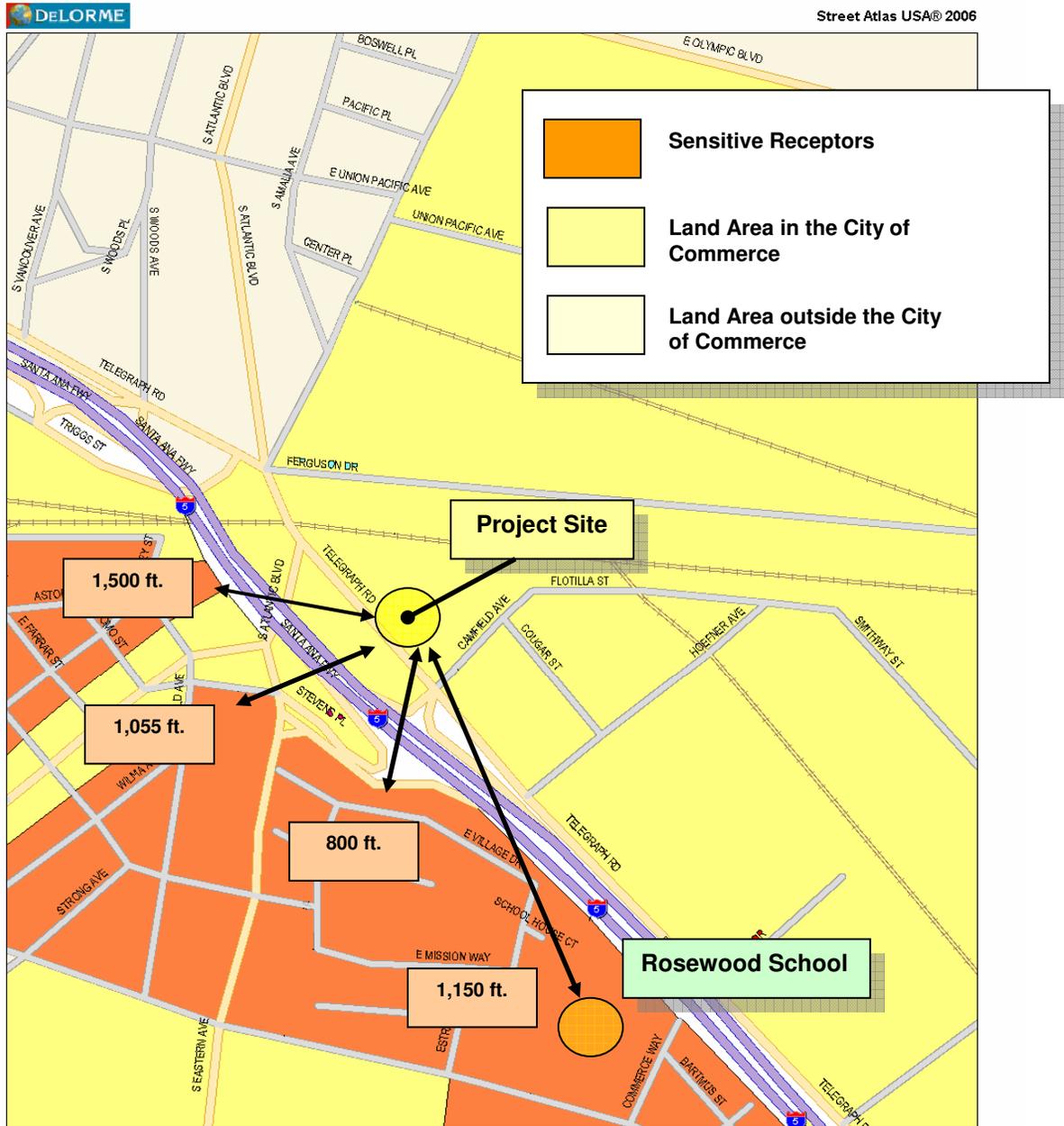


Exhibit 19
Sensitive Receptors - Noise
Source: Blodgett • Baylosis • Associates



- 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 12 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.²⁶ During field visits to the site, the degree of aircraft noise, while audible, did not appear to exceed the overall ambient noise levels.²⁷ 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 12 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. 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.

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:

²⁶ Rand McNally. *Street Finder*. 1998.

²⁷ Blodgett/Baylosis Associates. *Site Survey*. June 2006

- 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? Potentially Significant Impact Unless Mitigated.*

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. Section 3.10 A includes the following mitigation:

- The proposed storage facility will not be permitted to have combustible fuels, gasses, or chemicals stored within the enclosed storage units. These prohibited substances include paints, thinners, solvents, fuels, or other substances deemed by the Fire Department to be prohibited.
- A list of prohibited storage materials must be posted in the office and in other conspicuous places indicated by the Fire Department and must be included as part of any rental agreement.

In addition, the Los Angeles County Fire Department will review the development plans to ascertain the nature and extent of any additional requirements. As a result, the impacts will be less than significant.

- 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 project could place additional demands on law enforcement services due to the nature of the project. However, the project's potential impacts on law enforcement services are considered less than significant with adherence to the following mitigation:

- The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.

- The applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.

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

- 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 65 jobs, the potential theoretical new student generation will be less than 32 students. The Applicant will be required to pay school district development fees. 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 require the following mitigation as a means to reduce the proposed project's impacts on public services:

Mitigation Measure No. 9 (Public Services). The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.

Mitigation Measure No. 10 (Public Services). The applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.

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 6,100 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
Mini-storage (61,339 sq. ft.)	10 gpd/1,000 sq. ft.	610 gal/day
Fitness Center (30,000 sq. ft.)	200 gpd/1,000 sq. ft.	6,000 gal/day
Total		6,610 gal/day

Source: Blodgett/Baylois Associates. 2006.

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 6,610 gallons of effluent and consume 21,100 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 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 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 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
Mini-storage (61,339 sq. ft.)	100 gpd/1,000 sq. ft.	6,100 gal/day
Fitness Center (30,000 sq. ft.)	500 gpd/1,000 sq. ft.	15,000 gal/day
Total		21,100 gal/day
Source: Blodgett/Baylosis Associates. 2006.		

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.²⁸ 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 21,100 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 6,610 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.

²⁸ California Water Service Company. Urban Water Management Plan for the East Los Angeles District. July 1998.



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 548 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 landfills, 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.

Table 12 Solid Waste Generation (pounds/day)		
Use	Generation Factor	Generation
Mini-storage (61,339 sq. ft.)	6.0 lbs/day/1,000/sq. ft.	368 lbs/day
Fitness Center 30,000 sq. ft.)	6.0 lbs/day/1,000/sq. ft.	180 lb/day
Total		548 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.²⁹ 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.

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 or view corridor;
- 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.

²⁹ Blodgett/Baylosis Associates. *Site Survey*. June 2006



Analysis of Environmental Impacts

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

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 Camfield Avenue frontage:

- The Camfield Avenue 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.*

As indicated earlier, the proposed project will be compatible with the surrounding development in terms of building mass and height.³⁰ 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,

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

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

Mitigation Measure No. 11 (Aesthetics). The Camfield Avenue 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;
- 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 was previously 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.³¹ 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.³² 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.

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.

³¹ Blodgett/Baylosis Associates. *Site Survey*. June 2006

³² City of Commerce. *General Plan*. 1987.

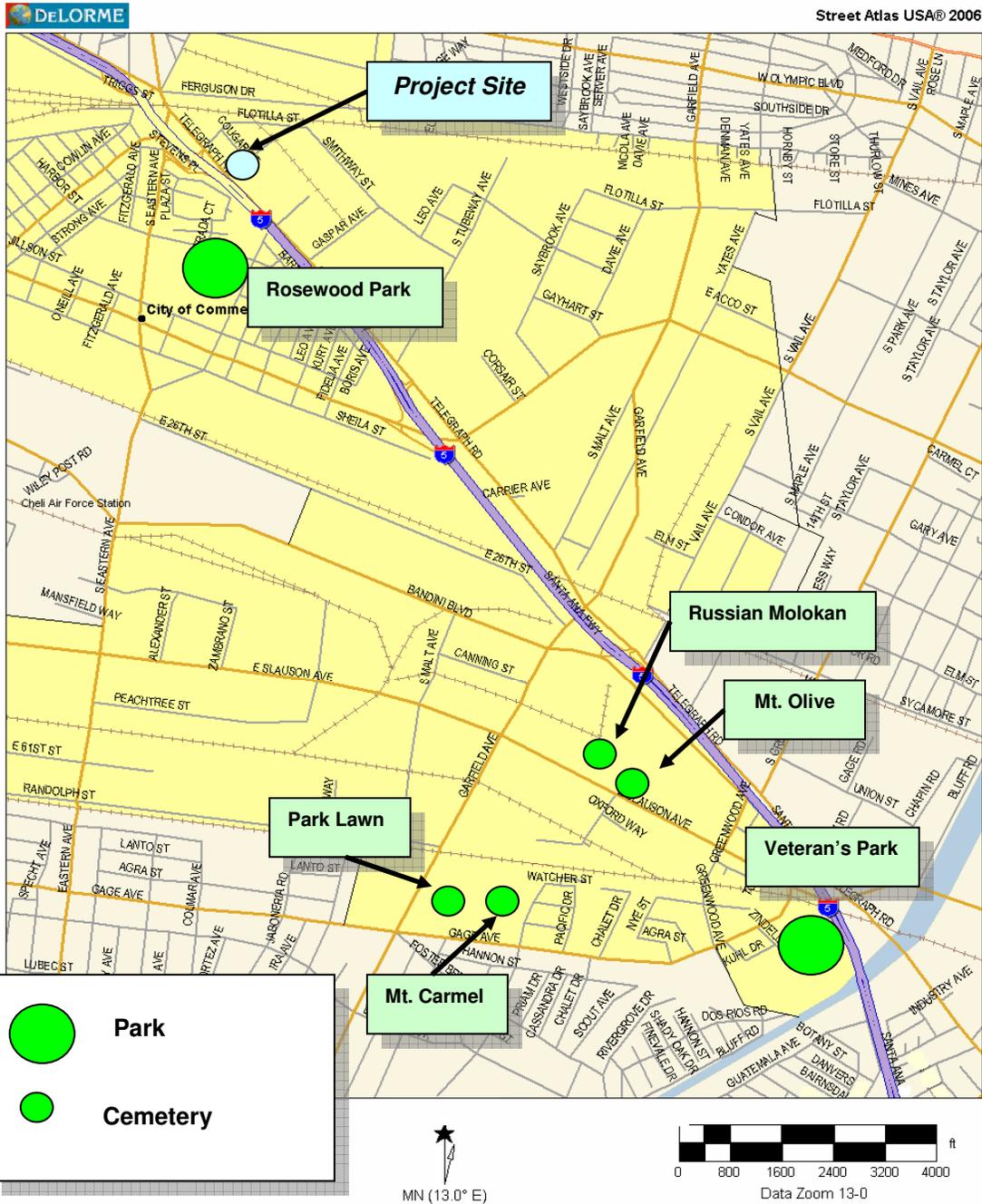


Exhibit 20
Cultural Resources & Park
 Source: Blodgett • Baylosis • Associates



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 (refer to Exhibit 20). The proposed project will not 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 • Gold's Gym Building • 2035 Camfield Ave.



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 No. 1 (Traffic and Circulation).

The site plan identified three parking stalls that will be provided in the front (east) parking area near the north property line. These stalls should either be reserved for long-term employee parking or eliminated. The ability to turn-around vehicles that exit these stalls will be difficult when other parking stalls are occupied. In addition, the entryway to the site must have a minimum width of 35-feet.

Mitigation Measure No. 2 (Traffic and Circulation).

No over night parking shall be allowed within the project site including those located in the rear parking area near the mini-storage loading areas and entry.

Mitigation Measure No. 3 (Traffic and Circulation).

All loading must occur on-site. No short-term on-street parking will be permitted.

Mitigation Measure No. 4 (Traffic and Circulation).

All parking areas must be clearly identified in the southernmost surface parking area. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.

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

Mitigation Measure No. 5 (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 analysis determined that the following mitigation would be required to mitigate potential risk of upset impacts:

Mitigation Measure No. 6 (Risk of Upset).

The proposed storage facility will not be permitted to have combustible fuels, gasses, or chemicals stored within the enclosed storage units. These



prohibited substances include paints, thinners, solvents, fuels, or other substances deemed by the Fire Department to be prohibited.

Mitigation Measure No.7 (Risk of Upset). A list of prohibited storage materials must be posted in the office and in other conspicuous places indicated by the Fire Department and must be included as part of any rental agreement.

Mitigation Measure No. 8 (Risk of Upset). The Applicant shall be required to demonstrate that the closure and abandonment of any wells located within the project boundaries have undergone closure pursuant to all applicable requirements and regulations governing such closure and abandonment.

The analysis determined that the proposed project would require the following mitigation as a means to reduce the proposed project's impacts on public services:

Mitigation Measure No. 9 (Public Services). The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Los

Angeles County Sheriff's Department to ensure it conforms to their operational requirements.

Mitigation Measure No. 10 (Public Services). The applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.

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

Mitigation Measure No. 11 (Aesthetics). The Camfield Avenue 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 measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 13.

Table 13 Mitigation Monitoring Program		
Required Mitigation	Enforcement Agency	Monitoring Phase
Mitigation Measure No. 1 (Traffic and Circulation). The site plan identified three parking stalls that will be provided in the front (east) parking area near the north property line. These stalls should either be reserved for long-term employee parking or eliminated. The ability to turn-around vehicles that exit these stalls will be difficult when other parking stalls are occupied. In addition, the entryway to the site must have a minimum width of 35-feet.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure No. 2 (Traffic and Circulation). No over night parking shall be allowed within the project site including those located in the rear parking area near the mini-storage loading areas and entry.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure No. 3 (Traffic and Circulation). All loading must occur on-site. No short-term on-street parking will be permitted.	Public Works Department	Over the Project's operational lifetime
Mitigation Measure No. 4(Traffic and Circulation). All parking areas must be clearly identified in the southernmost surface parking area. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.	Public Works Department	Prior to Final Design



**Table 13
Mitigation Monitoring Program**

Required Mitigation	Enforcement Agency	Monitoring Phase
<p>Mitigation Measure No. 5 (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.</p>	<p>Community Development Department</p>	<p>During Plan Check</p>
<p>Mitigation Measure No. 6 (Risk of Upset). The proposed storage facility will not be permitted to have combustible fuels, gasses, or chemicals stored within the enclosed storage units. These prohibited substances include paints, thinners, solvents, fuels, or other substances deemed by the Fire Department to be prohibited.</p>	<p>Community Development Department</p>	<p>Over the Project's operational lifetime</p>
<p>Mitigation Measure No.7 (Risk of Upset). A list of prohibited storage materials must be posted in the office and in other conspicuous places indicated by the Fire Department and must be included as part of any rental agreement.</p>	<p>Community Development Department</p>	<p>Over the Project's operational lifetime</p>
<p>Mitigation Measure No. 8 (Risk of Upset). The Applicant shall be required to demonstrate that the closure and abandonment of any wells located within the project boundaries have undergone closure pursuant to all applicable requirements and regulations governing such closure and abandonment.</p>	<p>Community Development Department</p>	<p>During Plan Check</p>
<p>Mitigation Measure No. 9 (Public Services). The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.</p>	<p>Community Development Department</p>	<p>During Plan Check</p>
<p>Mitigation Measure No. 10 (Public Services). The applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.</p>	<p>Community Development Department</p>	<p>During Plan Check</p>
<p>Mitigation Measure No. 11 (Aesthetics). The Camfield Avenue 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.</p>	<p>Community Development Department</p>	<p>Prior to Plan Check</p>



Section 5 - References

City of Commerce • Gold's Gym Building • 2035 Camfield Ave.



5.1 Prepares

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5.2 References

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