

# **INITIAL STUDY & MITIGATED NEGATIVE DECLARATION**

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**CITY OF COMMERCE  
POPEYE'S FAST FOOD RESTAURANT  
5556 EAST WASHINGTON BOULEVARD**



**LEAD AGENCY:**

**CITY OF COMMERCE  
PUBLIC WORKS AND DEVELOPMENT SERVICES DEPARTMENT,  
PLANNING DIVISION  
2535 COMMERCE WAY  
COMMERCE, CALIFORNIA 90040**

**REPORT PREPARED BY:**

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**NOVEMBER 27, 2019**

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## MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Popeye's Fast Food Restaurant

**PROJECT ADDRESS:** 5556 East Washington Boulevard

**APPLICANT:** Amir Houriani, Commerce Properties, LLC; 714 South Plymouth Boulevard, Los Angeles, California 90005

**CITY AND COUNTY:** Commerce, Los Angeles County.

**DESCRIPTION:** The City of Commerce Public Works and Development Services Department, in its capacity as the Lead Agency, is reviewing a request by Amir Houriani of Commerce Properties LLC to construct a Popeye's fast food restaurant with a single drive-thru lane. The new fast food restaurant will be constructed on a property site consisting of 18,062 square feet (0.41 acres) located at 5556 E. Washington Boulevard. The site is located on the southeastern corner of the intersection of East Washington Boulevard and S. Eastern Avenue. The new single-level building will have a total floor area of 2,311 square feet. Of this total, approximately 600 square feet will be devoted to seating for the restaurant patrons. The floor plan indicates that 22 seats inside the restaurant will be provided and 12 seats outside the restaurant will be provided for a total of 34 seats. The total seating capacity of the restaurant will accommodate 34 patrons. According to the site plan, the drive-thru lane will have a "stacking capacity" of eleven cars, though the actual stacking capacity will be less (approximately nine cars). The drive-thru window will be located on the north-facing elevation of the restaurant building. The proposed project site is currently vacant, though the site was formerly occupied by a gasoline station. Landscaping will total 4,600 square feet with the majority located along the street frontages. The proposed project will provide 13 parking spaces. Access to the site will be provided by a driveway located along E. Washington Boulevard. Secondary access will be provided by two curb-cuts (one for ingress and one for egress) with the alley that extends along the project site's south side. The project site's zoning designation is Commercial Manufacturing (C/M-1).

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any potentially significant environmental impacts. For this reason, the City of Commerce determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may also be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- 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 City.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

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The City of Commerce Public Works and Development Services Department, in its capacity as the Lead Agency, is reviewing a request by Amir Houriani of Commerce Properties LLC to construct a Popeye's fast food restaurant with a single drive-thru lane. The new fast food restaurant will be constructed on a property site consisting of 18,062 square feet (0.41 acres) site located at 5556 E. Washington Boulevard. The site is located on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue. The new single-level building will have a total floor area of 2,311 square feet of floor area. The seating capacity for restaurant patrons will be 34 seats (22 indoor seats and 12 outdoor seats). The drive-thru lane will have a "stacking capacity" of eleven cars according to the site plan, though a more realistic stacking capacity will be between eight to nine vehicles. The drive-thru window will be located on the north-facing elevation. The proposed project site is currently vacant though it was previously occupied by a gasoline station which has been demolished. Landscaping will total 4,600 square feet. The proposed project will provide 13 parking spaces. Access to the site will be provided by a primary driveway connection with E. Washington Boulevard (providing both ingress and egress). Secondary access will be provided by one full access inbound driveway on the Alley and a full access outbound driveway on the Alley. The project site's zoning designation is Commercial Manufacturing (C/M-1). The project Applicant is Amir Houriani, Commerce Properties, LLC; 714 S. Plymouth Boulevard, Los Angeles, California 90005.

The City of Commerce is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.<sup>1</sup> The construction of the proposed project will require the approval of a Conditional Use Permit to allow for a drive-thru lane. The aforementioned discretionary action, together with the proposed development, are considered to be a project pursuant to the California Environmental Quality Act (CEQA).<sup>2</sup>

As part of the proposed project's environmental review, the City of Commerce authorized the preparation of this Initial Study.<sup>3</sup> 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 analysis of the City of Commerce, in its capacity as the Lead Agency. Pursuant to the CEQA Guidelines, purposes of this Initial Study include the following:

- To provide the City information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration;
- To facilitate the project's environmental assessment early in the design and development of the project;
- To eliminate unnecessary EIRs;

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<sup>1</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

<sup>2</sup> 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). §15060 (b).

<sup>3</sup> California, State of. *California Environmental Quality Act (CEQA) Guidelines § 15050.* As Amended.

- To determine the nature and extent of any impacts associated with the proposed project; and,
- To enable the modification of the project to mitigate adverse impacts of the project.

Based on the results of this Initial Study, the City determined that a Mitigated Negative Declaration (MND) is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and Mitigated Negative Declaration (IS/MND) and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. The City contact person for this project is identified below:

Ms. Sonia Griego, Associate Planner  
Public Works and Development Services Department, Planning Division  
2535 Commerce Way  
Commerce, CA 90040

The Notice of Intent to Adopt a Mitigated Negative Declaration that is attached to this IS/MND, indicates public review period, including the deadline for comments on IS/MND.

## **1.2 INITIAL STUDY'S ORGANIZATION**

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The following annotated outline summarizes 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 existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the proposed project's construction and the subsequent operation.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance. In addition, this section also includes the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.



### 1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any unmitigable, significant impacts on the environment. For this reason, the City of Commerce determined that a MND is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

**Table 1-1  
Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.1 AESTHETICS</b>				
<b>3.1.A.</b> Have a substantial adverse effect on a scenic vista?			<b>X</b>	
<b>3.1.B.</b> Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				<b>X</b>
<b>3.1.C.</b> In non urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				<b>X</b>
<b>3.1.D.</b> Create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?		<b>X</b>		
<b>SECTION 3.2 AGRICULTURE &amp; FORESTRY RESOURCES</b>				
<b>3.2.A.</b> 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?				<b>X</b>
<b>3.2.B.</b> Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
<b>3.2.C.</b> Conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code section §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))?				<b>X</b>
<b>3.2.D.</b> Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
<b>3.2.E.</b> Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use?				<b>X</b>
<b>SECTION 3.3 AIR QUALITY</b>				
<b>3.2.A.</b> Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.2.B.</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			<b>X</b>	
<b>3.3.C.</b> Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>3.3.D.</b> Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?				<b>X</b>
<b>SECTION 3.4 BIOLOGICAL RESOURCES</b>				
<b>3.4.A.</b> Have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.B.</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.C.</b> Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>3.4.D.</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
<b>3.4.E.</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
<b>3.4.F.</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>SECTION 3.5 CULTURAL RESOURCES</b>				
<b>3.5.A.</b> Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				<b>X</b>
<b>3.5.B.</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		<b>X</b>		
<b>3.5.C.</b> Disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.6 ENERGY</b>				
<b>3.6.A.</b> Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			<b>X</b>	
<b>3.6.B.</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			<b>X</b>	
<b>SECTION 3.7 GEOLOGY &amp; SOILS</b>				
<b>3.7.A.</b> Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, 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? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides?			<b>X</b>	
<b>3.7.B.</b> Result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>3.7.C.</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			<b>X</b>	
<b>3.7.D.</b> Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			<b>X</b>	
<b>3.7.E.</b> Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				<b>X</b>
<b>3.7.F.</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<b>X</b>
<b>SECTION 3.8 GREENHOUSE GAS EMISSIONS</b>				
<b>3.9.A.</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>3.9.B.</b> Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	
<b>SECTION 3.9 HAZARDS &amp; HAZARDOUS MATERIALS</b>				
<b>3.9.A.</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.9.B.</b> Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	
<b>3.9.C.</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				<b>X</b>
<b>3.9.D.</b> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				<b>X</b>
<b>3.9.E.</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				<b>X</b>
<b>3.9.F.</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
<b>3.9.G.</b> Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?				<b>X</b>
<b>SECTION 3.10 HYDROLOGY &amp; WATER QUALITY</b>				
<b>3.10.A.</b> Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<b>X</b>	
<b>3.10.B.</b> Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<b>X</b>	
<b>3.10.C.</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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; or, impede or redirect flood flows?				<b>X</b>
<b>3.10.D.</b> In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				<b>X</b>
<b>3.10.E.</b> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				<b>X</b>

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.11 LAND USE &amp; PLANNING</b>				
3.11.A. <i>Physically divide an established community?</i>				<b>X</b>
3.11.B. <i>Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</i>				<b>X</b>
<b>SECTION 3.12 MINERAL RESOURCES</b>				
3.12.A. <i>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?</i>				<b>X</b>
3.12.B. <i>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?</i>				<b>X</b>
<b>SECTION 3.13 NOISE</b>				
3.13.A. <i>Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>				<b>X</b>
3.13.B. <i>Generation of excessive ground-borne vibration or ground-borne noise levels ?</i>			<b>X</b>	
3.13.C. <i>For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>				<b>X</b>
<b>SECTION 3.14 POPULATION &amp; HOUSING</b>				
3.14.A. <i>Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				<b>X</b>
3.14.B. <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i>				<b>X</b>
<b>SECTION 3.15 PUBLIC SERVICES</b>				
3.15.A. <i>Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities?</i>		<b>X</b>		

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.16 RECREATION</b>				
3.16.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?				<b>X</b>
3.16.B. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				<b>X</b>
<b>SECTION 3.17 TRANSPORTATION</b>				
3.17.A. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				<b>X</b>
3.17.B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			<b>X</b>	
3.17.C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		<b>X</b>		
3.17.D. Result in inadequate emergency access?				<b>X</b>
<b>SECTION 3.18 TRIBAL CULTURAL RESOURCES</b>				
3.18.A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe 5020.1(k)?			<b>X</b>	
<b>SECTION 3.19 UTILITIES &amp; SERVICE SYSTEMS</b>				
3.19.A. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?				<b>X</b>

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.19.B.</b> <i>Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?</i>			<b>X</b>	
<b>3.19.C.</b> <i>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</i>			<b>X</b>	
<b>3.19.D.</b> <i>Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</i>			<b>X</b>	
<b>3.19.E.</b> <i>Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?</i>				<b>X</b>
<b>SECTION 3.20 WILDFIRE</b>				
<b>3.20.A.</b> <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i>				<b>X</b>
<b>3.20.B.</b> <i>Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</i>			<b>X</b>	
<b>3.20.C.</b> <i>Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</i>				<b>X</b>
<b>3.20.D.</b> <i>Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</i>				<b>X</b>
<b>SECTION 3.21 MANDATORY FINDINGS OF SIGNIFICANCE</b>				
<b>3.21.A.</b> <i>Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>				<b>X</b>
<b>3.21.B.</b> <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>				<b>X</b>

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.21.C.</b> <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>				<b>X</b>



## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

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The City of Commerce Public Works and Development Services Department, in its capacity as the Lead Agency, is reviewing a request by Amir Houriani of Commerce Properties LLC to construct a Popeye's fast food restaurant with a single drive-thru lane. The new fast food restaurant will be constructed on a property site consisting of 18,062 square feet (0.41 acres) located at 5556 E. Washington Boulevard. The site is located on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue.

The new single-level building will have a total floor area of 2,311 square feet. The seating capacity for the restaurant will be 34 seats (22 indoor seats and 12 outdoor seats). The site plan indicates the drive-thru lane will have a "stacking capacity" of eleven cars, though a more realistic capacity will be eight to nine vehicles. The drive-thru window will be located on the north-facing elevation of the restaurant building. The proposed project site is currently vacant though it was formerly occupied by a gasoline station. Landscaping will total 4,600 square feet with the majority of the landscaping located along the street frontages.

The proposed project will provide 13 parking spaces. Access to the site will be provided by driveway connections with E. Washington Boulevard and the alleyway located along the site's north side. The project site's zoning designation is Commercial Manufacturing (C/M-1).<sup>4</sup> The project is described in greater detail in Section 2.4.

### 2.2 PROJECT LOCATION

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The project site is located in the central part of the City of Commerce. The City of Commerce is located approximately six miles southeast of downtown Los Angeles and is bounded by 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.<sup>5</sup> Regional access to the City of Commerce is provided by the Santa Ana Freeway (I-5) and the Long Beach Freeway (I-710).<sup>6</sup> The project site's legal address is 5556 East Washington Boulevard. The site's corresponding Assessor Parcel Number (APN) is 6335-024-051.<sup>7</sup>

Major streets located in the vicinity of the project site includes: E. Washington Boulevard, that extends along the site's north side, and S. Eastern Avenue, located along the site's west side. The project site is also located 0.58 miles north from Bandini Boulevard and 1.55 miles west of Garfield Boulevard. The location of the City of Commerce in a regional context is shown in Exhibit 2-1. An area wide map is shown in Exhibit 2-2. Finally, a vicinity map is provided in Exhibit 2-3.

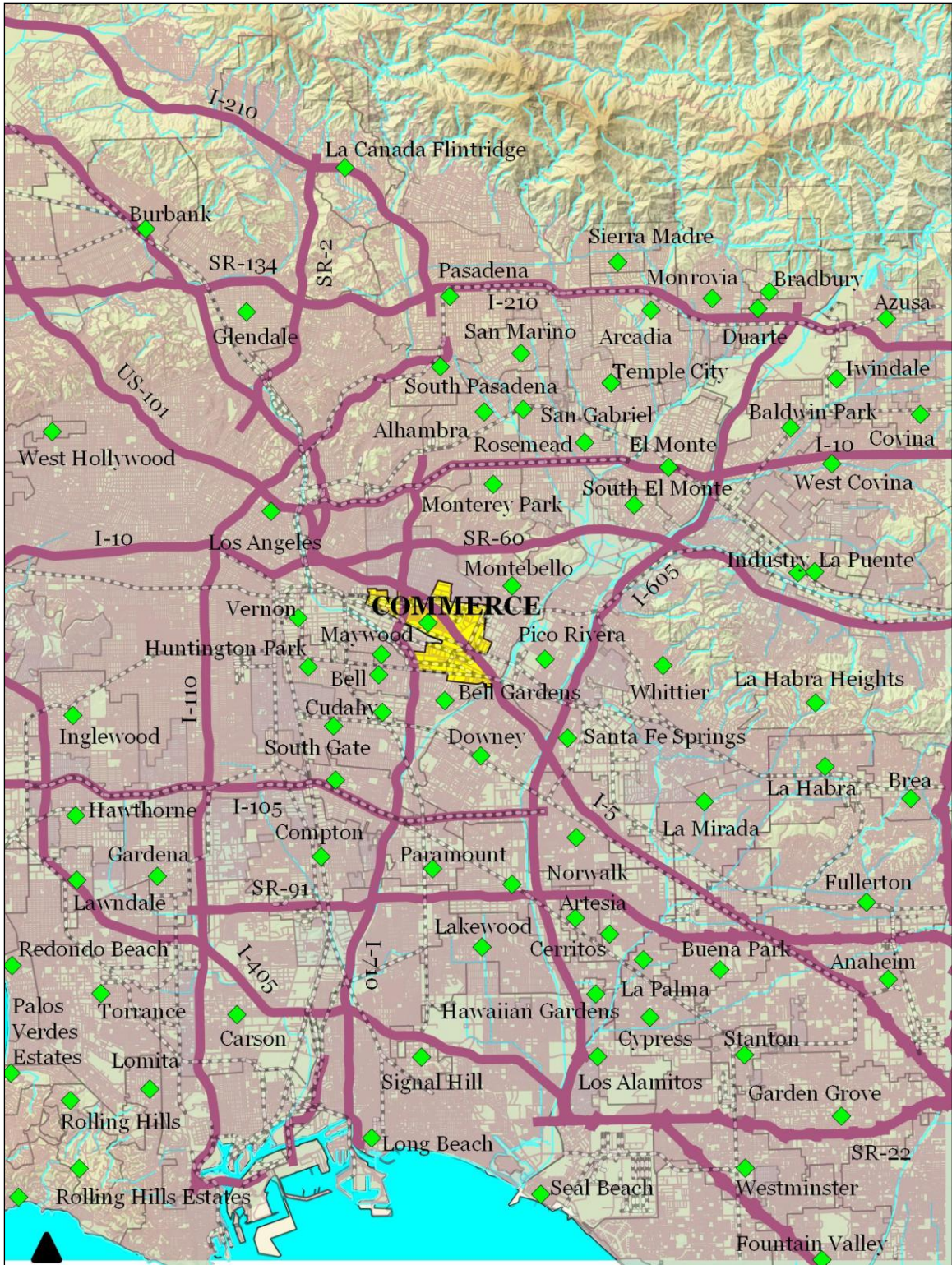
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<sup>4</sup> Amor Architectural Corporation. *Architectural Drawings and Site Plans Prepared for Popeye's Single Drive -Thru, Commerce, California*. May 23, 2018.

<sup>5</sup> United States Geological Survey. *Los Angeles 7½ Minute Quadrangle*.

<sup>6</sup> Google Earth. Website accessed on January 10, 2019.

<sup>7</sup> City of Commerce. Plot Plan and Site Plan Form.



**EXHIBIT 2-1**  
**REGIONAL MAP**  
SOURCE: QUANTUM GIS







**EXHIBIT 2-3**  
**VICINITY MAP**  
SOURCE: QUANTUM GIS

## 2.3 ENVIRONMENTAL SETTING

The project area is located along a primary commercial corridor located in the central portion of the City. The following land uses and development are located near the project site:

- *North of the project site.* E. Washington Boulevard extends along the north side of the project site. A Jack in the Box is located further north on the north side of E. Washington Boulevard.
- *South of the project site.* The project site is bounded by an alley located on the south side. Various industrial uses such as Datapage Inc, are located along the north side of Shiela Street, and Great Produce, Inc, which is located along the south side of Shiela Street.
- *East of the project site.* Industrial uses that abut the project site to the east include a Mr. Hose, Inc. Uses located further east, on the west side of E. Washington Boulevard include a Music Obsession Store and an U.S. Post Office.
- *West of the project site.* S. Eastern Avenue extends along the west side of the project site. Uses located west of S. Eastern Avenue include a 7-11 liquor store and a U Haul Neighborhood Dealer.<sup>8</sup>

The site is currently vacant.<sup>9</sup> An aerial photograph is provided in Exhibit 2-4. Photographs of the project site are provided in Exhibits 2-5 and 2-6.

## 2.4 PROJECT DESCRIPTION

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### 2.4.1 PHYSICAL CHARACTERISTICS

The proposed project involves the construction of a new Popeye's fast food restaurant with a single drive-thru restaurant within a 0.41 acre (18,062 square feet) site. The project elements are described below:<sup>10</sup>

- *Project Site.* The project site has a maximum lot depth (north to south) of 100 feet and a maximum lot width (east to west) of 143 feet. The proposed development will have a lot coverage of 13% and a floor area ratio (FAR) of 0.13 to 1.00.
- *Proposed Building.* The Popeye's single drive-thru restaurant will consist of a new single-level building with a total floor area of 2,311 square feet. Of this total, approximately 600 square feet will be devoted to indoor seating for the restaurant patrons. The total seating capacity will be 34 seats including 22 indoor seats and 12 outdoor seats. The maximum height of the single level building is 21 feet to the parapet.

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<sup>8</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on July 31, 2019.

<sup>9</sup> Los Angeles County Tax Assessor. <https://portal.assessor.lacounty.gov/parceldetail/6335024051>. Website accessed on July 30, 2019

<sup>10</sup> Amor Architectural Corporation. *Architectural Drawings and Site Plans Prepared for Popeye's Single Drive -Thru, Commerce, California*. May 23, 2018.





**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
Source: Google Maps



**View of north of the project site, facing north**

**View of the southern end of the project site, facing north**

**EXHIBIT 2-5**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
*Source: Blodgett/Baylosis Environmental Planning*





**View of the southern end of the project site, facing west**

**View of east of the project site, facing east**

**EXHIBIT 2-6**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
*Source: Blodgett/Baylosis Environmental Planning*



- *Parking.* A total of 13 parking spaces will be provided. The parking spaces will be located in the eastern and southern portion of the site.
- *Access and Circulation.* Primary vehicular access (both ingress and egress) to the project site will be provided by a 35 foot wide driveway located on the southern side of E. Washington Boulevard. This driveway will also provide access to the drive-thru lane. Secondary access will be provided by two separate drive way connections (one for ingress and one for egress) on the south side of the Alley that extends along the project site's south side. The two driveways on the Alley will have a width of 12-feet.
- *Drive-thru Lane.* A 12 foot wide drive-thru lane will be provided and will contain between eight to nine spaces. The entrance to the drive-thru lane will be located near the main entrance located along E. Washington Boulevard. The drive-thru lane will have a length of 195 feet of queuing space for cars entering the drive-thru and 80 feet of queuing distance from the menu board. The speaker order post is located near the building's southeast corner. The order pick-up window is located midpoint on the building's north-facing elevation. The site plan indicates the drive-thru lane has a stacking capacity of eleven vehicles, though a capacity of eight to nine vehicles is more realistic.
- *Landscaping.* The proposed project will include approximately 4,600 square feet of landscaping.

The proposed project is summarized in Table 2-1, which is shown below. The proposed site plan is provided in Exhibit 2-7 and the building elevations are provided in Exhibit 2-8.

**Table 2-1  
 Project Summary Table**

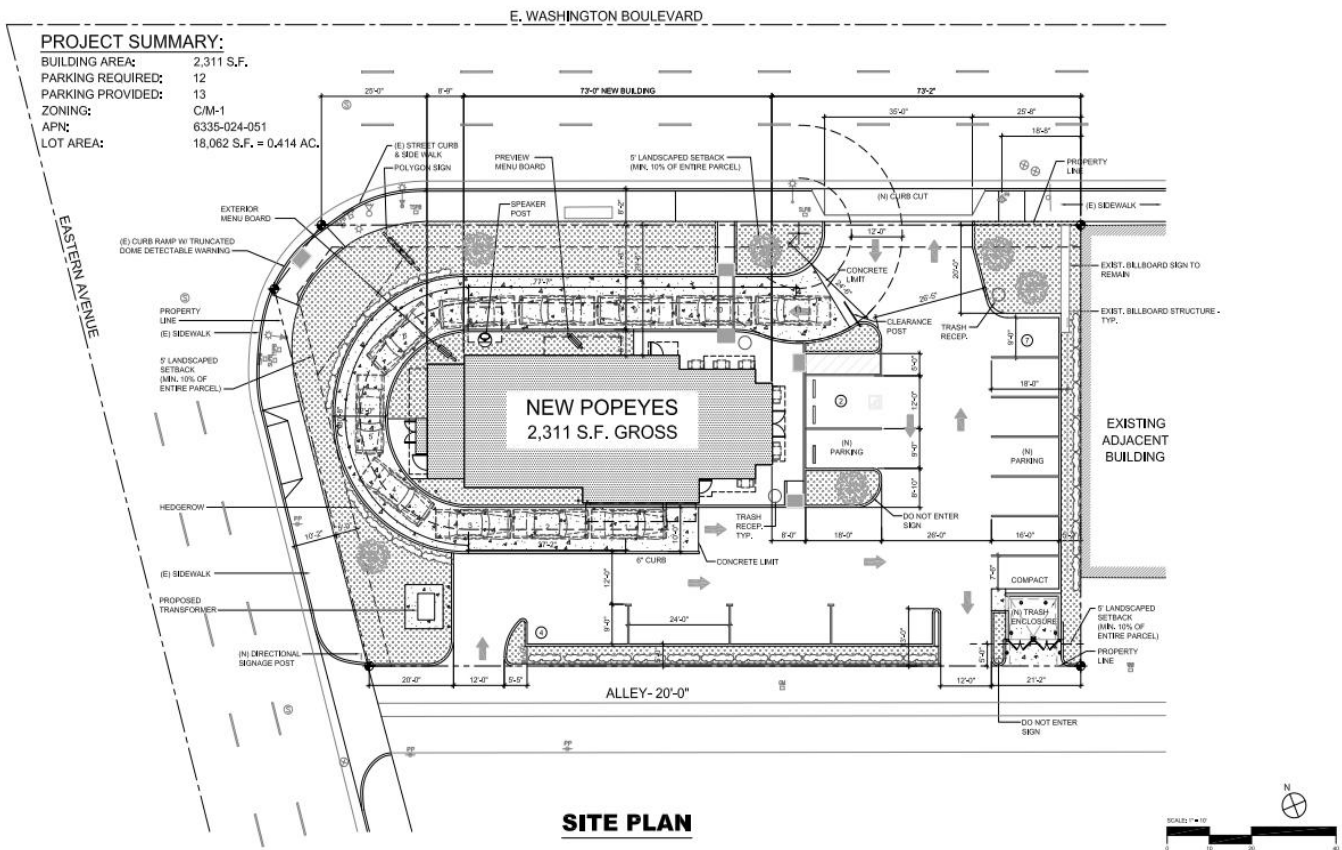
<b>Project Element</b>	<b>Description</b>
Site Area	18,062 sq. ft. (0.414 ac).
Total Building Floor Area	2,311 sq. ft.
Lot Coverage	13%
FAR	0.13 to 1.0
Maximum Building Height	Single level 21 ft.
Seating	22 indoor seats and 12 outdoor seats
Landscaping	4,600 sq. ft (10% of site)
Parking	13 spaces

**Source: Amor Architectural Corporation.**

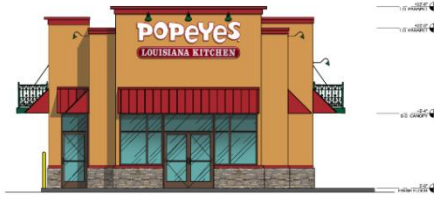
## **2.4.2 CONSTRUCTION CHARACTERISTICS**

The construction of the phase for the proposed project would take approximately six months to complete. The key construction phases are outlined below:

- *Site Preparation.* The project site will then be readied for the construction of the proposed project. Finally, the project site will also undergo finished grading during this phase. This phase will take approximately one month to complete.



**EXHIBIT 2-7**  
**PROPOSED SITE PLAN**  
SOURCE: AMOR ARCHITECTURAL CORPORATION



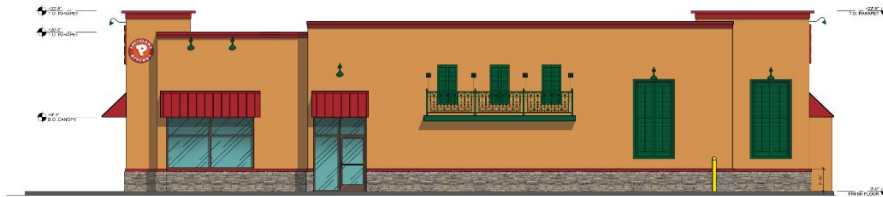
**A EAST ELEVATION**



**B SOUTH ELEVATION**



**C WEST ELEVATION**



**D NORTH ELEVATION**

**EXHIBIT 2-8**  
**PROPOSED BUILDING ELEVATIONS**  
SOURCE: AMOR ARCHITECTURAL CORPORATION

- *Construction.* This phase will take approximately three months to complete.
- *Paving.* This phase will involve the paving of the site. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the installation of the landscaping and the completion of the on-site improvements. This phase will take approximately one month to complete.

### **2.4.3 OPERATIONAL CHARACTERISTICS**

The Popeye's fast food restaurant's hours of operation will be seven days a week between 10:00 AM to 10:00 PM. The Popeye's fast food restaurant will employ approximately 30 employees.

## **2.5 DISCRETIONARY ACTIONS AND REQUIRED FINDINGS**

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A Discretionary Action 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 approval of the following discretionary actions:

- The approval of a Conditional Use Permit (CUP) to permit the operation of a drive-thru lane;
- The approval of a Zone Variance to allow 18,062 square feet, which requires a minimum lot size of 20,000 square feet.
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

The variance is required since the lot size has been reduced due to the street widening of Eastern Avenue. This widening reduced the original lot size from 22,880 square feet to 18,062 square feet (only two lots along Eastern were so affected). In granting the variance, the Planning Commission must make all of the following findings of the Commerce Municipal Code (CMC), Section 19.39.510 (Required Findings):

- A. That the strict or literal interpretation and application of this Title 19 would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Title 19, or would deprive applicants of privileges granted to others in similar circumstances; and
- B. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended development of the property that do not apply generally to other property in the same zone; and
- C. That the granting of such variance will not constitute the granting of a special privilege inconsistent with the limitations on other properties in the vicinity classified in the same zone; and

- D. That the granting of such variance will not be materially detrimental to the public health, safety, or general welfare nor injurious to property or improvements in the zone or neighborhood in which the property is located; and
- E. That the granting of such variance will not create any inconsistency with any objective contained in the general plan.

The City's required findings with respect to the proposed Conditional Use Permit are listed below:

- A. The planning commission may approve and/or modify a conditional use permit in whole or in part, with or without conditions; provided that all of the following findings of fact are made:
  - 1. The proposed use is one conditionally permitted within the subject zone and complies with the intent of all applicable provisions of this Title 19, including, but not limited to, those set forth in Chapter 19.19 (Site Planning and General Development Standards);
  - 2. The proposed use would not impair the integrity and character of the zone in which it is to be located;
  - 3. The subject site is physically suitable for the type of land use being proposed;
  - 4. The proposed use is compatible with the land uses presently on the subject property;
  - 5. The proposed use would be compatible with existing and future land uses within the zone and the general area in which the proposed use is to be located;
  - 6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety;
  - 7. There would be adequate provisions for public access to serve the subject proposal;
  - 8. The proposed use is consistent with the objectives, policies, general land uses, and programs of the general plan;
  - 9. The proposed use would not be detrimental to the public interest, health, safety, convenience, or welfare; and
  - 10. The proposed design and elevations preserve and maximize the image, character, and visual quality of the neighborhood.
- B. 1. This subsection shall apply only to the uses identified in this subsection. This subsection shall not invalidate any conditional use permit for an operating facility, but shall be complied with prior to issuance of a building permit for all projects for which no building permit has been issued upon the effective date of this provision.

2. In addition to findings required in Section 19.39.420(A), the Planning Commission shall find that the proposed use does not have a disproportionately high and adverse human health or environmental effect on minority and low-income populations. Such findings must be made for the following uses:

- a. Solid waste facilities, as defined in Public Resources Code 40194, to the extent not prohibited by Section 19.31.470 of this Title 19.
- b. Auto wrecking or salvage yards.
- c. Yards for the disposal and/or salvage of demolition or construction waste.
- d. Recycling facilities.
- e. Incinerators of any type.

C. Additional findings shall be made for specific uses as required by Chapter 19.31 (Standards for Specific Land Uses) of this Title 19.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to, a Grading Permit, a Building Permit, and an Occupancy Permit.



## SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agriculture and Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology and Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards and Hazardous Materials (Section 3.9);
- Hydrology and Water Quality (Section 3.10);
- Land Use and Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population and Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities and Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project will not result in any adverse environmental impacts.
- *Less than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Commerce or other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of the recommended mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant. This finding will require the preparation of an environmental impact report (EIR).

### **3.1 AESTHETICS**

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#### **3.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project, except as provided in Public Resources Code Section 21099, have a substantial adverse effect on a scenic vista? • Less than Significant Impact?*

The proposed project is a request from Amir Houriani of Commerce Properties LLC to construct a new Popeye's single drive-thru restaurant with a total floor area of 2,311 square feet within a 0.41-acre site (18,062 square feet). The single-level building of 2,311 square feet will be located on the southeast corner of the intersection of E. Washington Boulevard and S. Eastern Avenue of the project site. The site was previously occupied by a gasoline station.

The project site is located in the midst of an urban environment with no notable topographical features in the vicinity, and the overall topography of the area is generally level. The San Gabriel Mountains are located approximately 15 miles to the north and are visible from the property on clear days. Other topographical feature in the area include the Montebello Hills located six miles to the north; the Puente Hills located 5.5 miles to the northeast; the Los Angeles River located 4.6 miles to the west; and the Rio Hondo River located 6.7 miles to the south. The City of Commerce City Hall is located 0.3 miles to the northeast. Once constructed, the new single-level building will not obstruct any views from the industrial uses located on E. Washington Boulevard and S. Eastern Avenue since the new building will have a height of 21 feet and will be comparable in height with the existing buildings located in the immediate area. As a result, no impacts will occur.

- 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.*

According to the California Department of Transportation (Caltrans), East Washington Boulevard is not a designated scenic highway.<sup>11</sup> In addition, there are no trees or plants located on-site and the project site does not contain any scenic rock outcroppings.<sup>12</sup> Lastly, the project site does not contain any buildings listed in the State or National registrar (refer to Section 3.5). In addition, the proposed use must comply with the City's Graffiti Control Ordinance. As a result, no impacts will occur.

- C. *Would the project's location, in a non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • No Impact.*

The site is currently vacant. The project site is enclosed with chainlink fencing and contains debris that will require maintenance. Once complete, the project will represent a substantial visual improvement over the existing conditions. The new development will feature modern architecture, building

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<sup>11</sup> California Department of Transportation. *Official Designated Scenic Highways*. [www.dot.ca.gov](http://www.dot.ca.gov)

<sup>12</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on July 31, 2019.



materials, and façade treatments. As indicated previously, the project site is vacant and is covered over in unmaintained vegetation. As a result, no impacts will occur.

*D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact with Mitigation.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Future sources of light emanating from the project site include vehicular headlights, interior lighting, and exterior lighting including street security and parking area lighting. The proposed project will be required to adhere to Section 19.19.130 of the City's municipal code, which states the following: "All lights shall be directed, oriented, and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision. Landscape lighting shall be low-level, unobtrusive fixtures."<sup>13</sup>

From the southern boundary of the project site, there are industrial uses to the southeast and a 7-11 liquor store to the west of the project site. The nearest sensitive receptors include the homes that are located 1,212.53 feet from the project site.<sup>14</sup> As indicated there are no residential units nearby that would be affected by light glare. As a result, no impacts will occur. The following mitigation measures will be required to ensure that light trespass and spillover will not adversely affect the housing units:

- The Applicant must also submit an exterior lighting plan for review and approval by the Public Works and Development Services Department prior to the issuance of building permits.
- The signs must not include flashing, intermittent or moving lights, and must not emit light that may obstruct or impair the vision of any driver.
- The security and parking area lighting must be designed so as to prevent spillover lighting and/or glare that could affect the vision of drivers on S. Eastern Avenue and E. Washington Boulevard. on the adjacent residential properties.

With adherence to the above mitigation measures, the project's potential impacts would be less than significant.

### **3.1.2 MITIGATION MEASURES**

The following mitigation measures will be required to ensure that light trespass and spillover will not adversely affect the housing units:

*Mitigation Measure No. 1 (Light and Glare Impacts).* The Applicant must also submit an exterior lighting plan for review and approval by the Public Works and Development Services Department prior to the issuance of building permits.

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<sup>13</sup> City of Commerce Municipal Code. *Section 19.19.130(F)*.

<sup>14</sup> Google Earth. Website accessed on July 30, 2019

*Mitigation Measure No. 2 (Light and Glare Impacts).* The signs must not include flashing, intermittent or moving lights, and must not emit light that may obstruct or impair the vision of any driver.

*Mitigation Measure No. 3 (Light and Glare Impacts).* The security and parking area lighting must be designed so as to prevent spillover lighting and/or glare that could affect the vision of drivers on South Eastern Avenue and East Washington Boulevard.

## **3.2 AGRICULTURE & FORESTRY RESOURCES**

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### **3.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The site is currently vacant. The project site will be occupied by a single drive-thru restaurant with a total floor area of 2,311 square feet within a 0.41-acre (18,062 square feet).<sup>15</sup> According to the California Department of Conservation, the project site does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>16</sup> The project site is located within a largely developed area of the City and there are no areas in close proximity to the project site that are classified as “Prime Farmland.” Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract? • No Impact.*

The project site is currently zoned as (C/M-1) *Commercial Manufacturing*.<sup>17</sup> The project's implementation will not require a zone change though a variance will be required for the lot size requirement. Therefore, no loss in land zoned for agriculture will occur. The site is currently vacant, and there are no ongoing agricultural activities located within either property. According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.<sup>18</sup> Thus, no impacts on existing Williamson Act Contracts or land zoned for agricultural use will occur.

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in*

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<sup>15</sup> Los Angeles County Tax Assessor. <https://portal.assessor.lacounty.gov/parceldetail/6335024051>. Website accessed on July, 30, 2019

<sup>16</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2014*. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/ora14.pdf>.

<sup>17</sup> City of Commerce Zoning Map. Website accessed on August 14, 2019.

<sup>18</sup> California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf). Website accessed on July 23, 2018

*Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* •  
*No Impact.*

The site is currently vacant. The project site is located in the midst of a larger urban area and no forest lands are located within the site. There are no timberland resources present on-site. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

*D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?*  
• *No impact.*

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation and no impacts will occur and no mitigation is required.

*E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?* • *No Impact.*

The project would not result in a loss of farmland to non-agricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farm land or forest land. As a result, no impacts will result from the implementation of the proposed project.

### **3.2.2 MITIGATION MEASURES**

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any impacts on these resources. As a result, no impacts on agriculture or forestry resources will occur and no mitigation is required.

## **3.3 AIR QUALITY**

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### **3.3.1 THRESHOLDS OF SIGNIFICANCE**

The SCAQMD has established thresholds of significance for the following criteria pollutants:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen oxides (NO<sub>x</sub>)* are a yellowish-brown gas, which at high levels can cause breathing difficulties. NO<sub>x</sub> is formed when nitric oxide (a pollutant from internal combustion processes) combines with oxygen.

- *Sulfur dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? • Less than Significant Impact.*

The City of Commerce is located within the South Coast Air Basin (SCAB), which includes a 6,600 square-mile area within Los Angeles County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the area.<sup>19</sup>

The SCAQMD's Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:<sup>20</sup> *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional

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<sup>19</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 10, 2017.

<sup>20</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

growth projections relevant to the AQMP's implementation.<sup>21</sup> In addition, the project's operational emissions are well within the emissions projections identified in the 2016 AQMP. In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). The construction emissions would be below the thresholds of significance established by the SCAQMD (the project's construction emissions are summarized in Table 3-1).

The proposed project would also conform to Consistency Criteria 2 since it would not exceed the housing, population, and employment assumptions presented in the 2016 AQMP. According to the AQMP, the SCAG region is projected to see a 12% growth in population, 16% growth in housing units, 23% growth in employment, and eight percent growth in vehicle miles traveled between 2012 and 2031. The SCAG region is expected to add two million new residents through the year 2031. Furthermore, the proposed project will not conflict with the regional population forecast presented in the 2016-2040 RTP/SCS prepared by SCAG. According to the RTP/SCS Demographics and Growth Forecast Appendix, the City of Commerce is expected to add approximately 4,500 new jobs through the year 2040.<sup>22</sup> This increased employment has been accounted for by SCAG growth projections and the AQMP.<sup>23</sup> Since the proposed project would not be in violation of either Consistency Criteria, the project's potential impacts are considered to be less than significant.

*B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less than Significant Impact.*

Commerce Properties, LLC is proposing to construct a new single-level building with a total floor area of 2,311 square feet of floor area within a 0.41-acre (18,062 square feet). The project site is located in a non-attainment area for ozone and particulates. Additionally, the project will be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55 percent. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

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<sup>21</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

<sup>22</sup> Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast*. April 2016.

<sup>23</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 10, 2017.

The entire construction period for the proposed project is expected to last approximately six months to completion (refer to Section 2.4.2) and would include site preparation, and the finishing of the project (pavement areas, painting, and planting of landscaping). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). The assumptions regarding the construction phases and the length of construction followed those also identified herein in Section 2.4.3. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD's thresholds.

**Table 3-1  
 Estimated Daily Construction Emissions**

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation (on-site)	0.68	8.43	4.09	--	0.86	0.36
Site Preparation (off-site)	0.02	0.01	0.20	--	0.05	0.01
<b>Total Site Preparation</b>	<b>0.70</b>	<b>8.44</b>	<b>4.29</b>	<b>--</b>	<b>0.91</b>	<b>0.37</b>
Grading (on-site)	0.86	7.87	7.62	0.01	1.22	0.85
Grading (off-site)	0.04	0.03	0.40	--	0.11	--
<b>Total Grading</b>	<b>0.90</b>	<b>7.90</b>	<b>8.02</b>	<b>0.01</b>	<b>1.33</b>	<b>0.85</b>
Building Construction (on-site) 2020	0.86	8.85	7.38	0.01	0.52	0.48
Building Construction (off-site) 2020	0.16	0.11	0.14	--	0.04	0.01
<b>Total Building Construction 2020</b>	<b>1.02</b>	<b>8.96</b>	<b>7.52</b>	<b>0.01</b>	<b>0.56</b>	<b>0.49</b>
Paving	0.83	7.22	7.11	0.01	0.39	0.36
Paving	0.08	0.05	0.73	--	0.20	0.05
<b>Total Paving</b>	<b>0.91</b>	<b>7.27</b>	<b>7.84</b>	<b>0.01</b>	<b>0.59</b>	<b>0.41</b>
Architectural Coatings (on-site)	4.81	1.68	1.83	--	0.11	0.11
Architectural Coatings (off-site)	--	--	0.04	--	0.01	--
<b>Total Architectural Coatings</b>	<b>4.81</b>	<b>1.68</b>	<b>1.87</b>	<b>--</b>	<b>0.12</b>	<b>0.11</b>
<b>Maximum Daily Emissions</b>	<b>4.82</b>	<b>8.96</b>	<b>8.03</b>	<b>0.01</b>	<b>0.33</b>	<b>0.88</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod V.2016.3.2. (the worksheet are included herein in Appendix A)

The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; area emissions from cleaning products and the operation of landscaping equipment; and off-site stationary emissions associated with the off-site energy generation and consumption (natural gas). The analysis of long-term operational impacts summarized in Table 3-2, also used the CalEEMod computer model developed for the SCAQMD. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions will be below the SCAQMD's daily emissions thresholds.

**Table 3-2  
 Estimated Operational Emissions in lbs/day**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	0.05	--	--	--	--	--
Energy (lbs/day)	0.01	0.14	0.12	--	0.01	0.01
Mobile (lbs/day)	2.05	9.18	15.84	0.05	3.77	1.03
<b>Total (lbs/day)</b>	<b>2.12</b>	<b>9.32</b>	<b>15.97</b>	<b>0.05</b>	<b>3.78</b>	<b>1.04</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod V.2016.3.2. (the worksheet is included herein in Appendix A)

Since the cumulative air quality emissions are under the thresholds of significance established by the SCAQMD, the potential air quality impacts are considered to be less than significant.

*C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.*

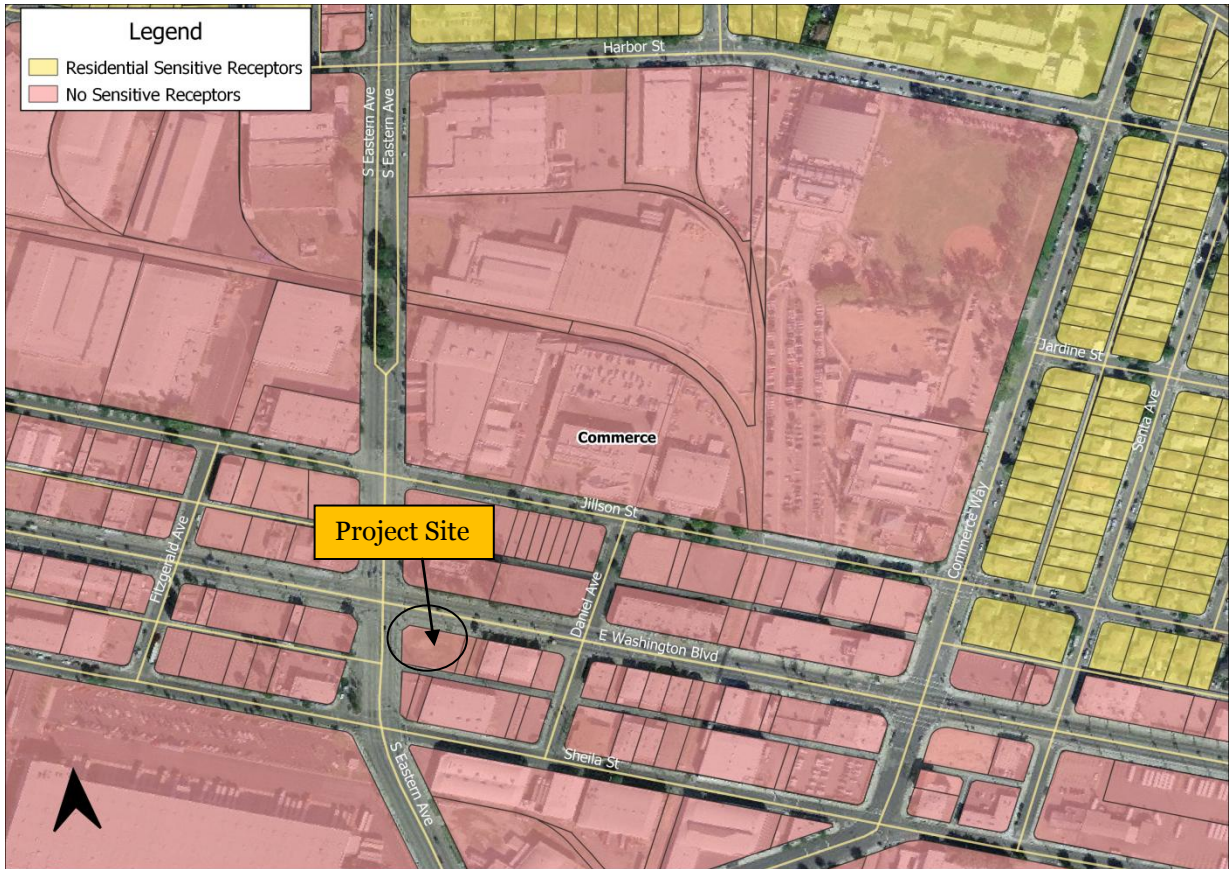
The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area.

As indicated in Section 3.17, the project generated less than 50 peak hour trips at the study intersections and project trips did not result in a significant impact at the study intersections.<sup>24</sup> Since the project will not result in a degradation of any other study intersection's level of service, the likelihood of a CO hot-spot developing at this intersection is considered remote. Therefore, the project's impacts would be less than significant with respect to CO hot-spots.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.<sup>25</sup> No residential uses are located within the project site nor are any proposed under the City's General Plan. The nearest sensitive receptors include residential homes that are 1,212 feet to 1,599 feet from the project site. These residential homes are located on the northeastern corner of Harbor Street and S Eastern Avenue; residential homes located further east of the project site on Jillson Street and Commerce Way. Exhibit 3-1 indicates the location and extent of sensitive receptors to the project site and their distance.

<sup>24</sup> Institute of Transportation Engineers' Trip Generation (10<sup>th</sup> Edition). *Fast-Food Restaurant with Drive Through Window Development: Trip Generation Estimates Report*. January 2019.

<sup>25</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.



**EXHIBIT 3-1**  
**SENSITIVE RECEPTORS MAP**  
SOURCE: QUANTUM GIS



The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction; PM<sub>10</sub> emissions from construction; and PM<sub>2.5</sub> emissions from construction. For purposes of the LST analysis, the receptor distance used was 200 meters. Since the project site is located 354 meters west of the nearest sensitive receptor, it is within the allowable emissions threshold.

**Table 3-3  
 Local Significance Thresholds Exceedance SRA 5 for 1-Acre Site**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO <sub>2</sub>	<b>8.96</b>	Construction	80	81	94	<b>123</b>	192
CO	<b>8.03</b>	Construction	571	735	1,088	<b>2,104</b>	6,854
PM <sub>10</sub>	<b>1.33</b>	Construction	4	13	30	<b>66</b>	173
PM <sub>2.5</sub>	<b>0.88</b>	Construction	3	4	8	<b>19</b>	86

Based on the analysis of LST impacts summarized above in Table 3-3, the potential impacts will be less than significant.

*D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? • No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.<sup>26</sup> The proposed project involves the construction and subsequent occupancy as a single-drive-thru restaurant with a total floor area of 2,311 square feet within the 0.41-acre site (18,062 square feet). As designed, the proposed project will not be involved in any of the aforementioned odor-generating activities.

### 3.3.2 MITIGATION MEASURES

The analysis of air quality impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required. The emissions will be reduced through the implementation of the standard SCAQMD regulations, including the following:

- *SCAQMD Rule 402* prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

<sup>26</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

- *SCAQMD Rule 403* governs fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source.
- *SCAQMD Rule 481* applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the specific conditions are met.
- *SCAQMD Rule 1108* governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.
- *SCAQMD Rule 1113* governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. As of January 1, 2014, VOC content in architectural coatings will be limited to no more than 50 grams per liter. Therefore, all paints and solvents used during construction of the project must comply with SCAQMD Rule 1113.
- *SCAQMD Rule 1143* governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction.
- *SCAQMD Rule 1186* limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.
- *SCAQMD Rule 1303* governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants.
- *SCAQMD Rule 1401*, New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants (TACs).

All pertinent SCAQMD Rules are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

## 3.4 BIOLOGICAL RESOURCES

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### 3.4.1 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 Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The proposed project is a request from Amir Houriani of Commercial Properties, LLC to construct on a property site consisting of 18,062 square feet within the 0.41-acre site. The new single level building will consist of a single drive-thru of 2,311 square feet. The project site is located on the southwestern corner of E. Washington Boulevard and the alleyway located along the site's south side. With the exception of limited trees and shrubs located along the parkways, the property contains limited vegetation. All of this existing vegetation consists of common introduced and/or ruderal species.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the Los Angeles Quadrangle (the City of Commerce is located within the aforementioned quadrangle) indicated that 33 special-status species have the potential to occur in the Los Angeles Quadrangle, five of which are either threatened or endangered.<sup>27</sup> Nevertheless, there is no wetland or riparian habitat on site. The lack of wetland or riparian habitat precludes the presence of threatened or endangered species on site.

A search was conducted using the California Native Plant Society's Inventory of Rare and Endangered Plants to ascertain any rare or endangered plant species which may occur in the Los Angeles Quadrangle. The following five plants have been identified in the Los Angeles Quadrangle: Davidson's Saltscale, Los Angeles Sunflower, Mesa Horkelia, Prostrate Vernal Pool Navarretia, and the Greata's Aster.<sup>28</sup> None of these plants were encountered during the site visit. As a result, no impacts on any candidate, sensitive, or special status species would result from the proposed project's implementation.

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 site is currently vacant. The field survey indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.<sup>29</sup> In addition, there are no designated "blue line streams" located within the project area. As a result, no impacts on natural or riparian habitat will result from the proposed project's implementation.

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<sup>27</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

<sup>28</sup> California Native Plant Society, Rare Plant Program. 2018. *Inventory of Rare and Endangered Plants of California*. <http://www.rareplants.cnps.org>.

<sup>29</sup> United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>.

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.*

As indicated in the previous subsection, the project site and the adjacent developed properties do not contain any natural wetland and/or riparian habitat.<sup>30</sup> As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

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 wildlife corridors, or impede the use of native wildlife nursery sites? • No Impact.*

The site is currently vacant. The site is surrounded by development and lacks suitable riparian habitat.<sup>31</sup> Furthermore, the site contains no natural hydrological features. As a result, no impacts to migratory species will occur.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.*

Chapter 12.06 – City Trees serves as the City's tree preservation ordinance. Trees located within the public right-of-way are considered to be the property of the City. There are no trees located within the segment of the E. Washington Boulevard located in front of the project site. With the exception of limited trees and shrubs located along the parkways, the property itself contains limited vegetation. All of this existing vegetation consists of common introduced and/or invasive ruderal species. As a result, the potential impacts are considered to be less than significant.

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.*

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

### **3.4.2 MITIGATION MEASURES**

The analysis determined that the proposed project will not involve any incremental loss or degradation of protected habitat. As a result, no impacts will occur and no mitigation is required.

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<sup>30</sup> United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>.

<sup>31</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. The site visit was conducted on August 1, 2019.

## 3.5 CULTURAL RESOURCES

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### 3.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.*

The site is currently vacant. The proposed project is a request from Amir Houriani of Commercial Properties, LLC to construct a project on a site consisting of 18,062 square feet (0.41 acres). The new building will consist of a single drive-thru of 2,311 square feet. The project site will be located on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue. Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.<sup>32</sup>

The State regulations that govern historic resources and structures include Public Resources Code Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). 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 project. The site is currently vacant. None of these existing structures meet the aforementioned criteria. As a result, no impacts to historic structures will result.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? • Less than Significant Impact with Mitigation.*

The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.<sup>33</sup> Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in villages throughout the Los Angeles Basin.<sup>34</sup> Archaeological sites are often located along creek areas, ridgelines, and vistas.<sup>35</sup> Formal Native American consultation was provided in accordance with AB-52. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. According to the AB-52 consultation, the project site is not situated in an area of high archaeological significance, no significant impacts. As a result, the following mitigation is required:

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<sup>32</sup> U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

<sup>33</sup> City of Commerce Community Development Department. *Citywide Historic Preservation Plan*. Plan dated May 2010.

<sup>34</sup> Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>.

<sup>35</sup> McCawley. *The First Angelinos, the Gabrieleño Indians of Los Angeles County*. 1996.

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

*C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less than Significant Impact.*

The southern portion of the City includes four ethnic cemeteries: the Mount Olive Cemetery, the Russian Molokian Cemetery, the Mount Carmel Cemetery, and the Park Lawn Cemetery. These four cemeteries are located approximately 3 miles to the southeast of the project site. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted and the Los Angeles County Sheriff's Department would be contacted (the Department would then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b). In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be less than significant.

### **3.5.2 MITIGATION MEASURES**

According to the AB-52 consultation, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

*Mitigation Measure No. 4 (Cultural Resources Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native

American Monitor(s) will complete monitoring logs on a daily basis. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

### 3.6 ENERGY

#### 3.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?* • *Less than Significant Impact.*

The site is currently vacant. The proposed project is a request from Amir Houriani of Commercial Properties, LLC to construct a project on a site consisting of 18,062 square feet (0.41 acres). The project site will be located on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue.

Table 3-4, shown below, provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 4.20 kilowatts (kWh) of electricity and 209.98 British therms (kBtu) of natural gas on an annual basis.

**Table 3-4  
 Estimated Annual Energy Consumption**

Project	Consumption Rate	Total Project Consumption
<b>Future Uses (2,211 square feet of fast food restaurant)</b>		
Electrical Consumption	14.06 kWh/sq. ft./year	40.20 kBtu/ft2/year total
Natural Gas Consumption	2.90 thems/sq. ft./year	209.98 kBtu/ft2/year total

Source: CEC End-Use Survey.

According to the California Commercial End-Use Survey that was prepared for the California Energy Commission, the biggest single end use with restaurant is interior lighting, followed by cooling and ventilation.<sup>36</sup> The report also indicates that heating accounts for most of the gas consumption. It is important to note that the project will include energy efficient fixtures. In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting. Adherence to the above-mentioned regulations, the impacts will be less than significant.

<sup>36</sup> Intron. *California Commercial End-Use Survey*. Report dated March 2006.

- B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.*

The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. As indicated previously, the project will be involved in fast food service. A majority of the energy that will be consumed by daily operations will be related to lighting. Therefore, mitigation was proposed in the previous subsection that would be effective in reducing wasteful energy consumption. Adherence to the aforementioned mitigation measures will ensure conformance with the State's goal of promoting energy and lighting efficiency. As a result, the potential impacts are considered to be less than significant.

### **3.6.2 MITIGATION MEASURES**

The analysis determined that the proposed project's energy-related impacts would not be significant. As a result, no mitigation would be required.

## **3.7 GEOLOGY & SOILS**

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### **3.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, 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 (refer to Division of Mines and Geology Special Publication 42), strong seismic ground-shaking, seismic-related ground failure, liquefaction, or landslides? • Less than Significant Impact.*

Amir Houriani of Commercial Properties, LLC will construct a Popeye's fast food restaurant with a single drive-thru on a 18,062 square feet (0.41 acres) site located at 5556 East Washington Boulevard. The site is on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue. The new single-level building will have a total floor area of 2,311 square feet.

The City of Commerce is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.<sup>37</sup> According to recent studies completed by the State of California Geological Survey Seismic Hazard Zones Mapping Program, the project site is located just inside an area subject to potential liquefaction risk as indicated in Exhibit 3-2.<sup>38</sup> The site will also be subject to strong ground motion in the event of a major earthquake. The nearest fault is the E. Montebello Fault, located

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<sup>37</sup> California Department of Conservation. *What is the Alquist-Priolo Act.*  
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

<sup>38</sup> California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones.* 1998



approximately 5 miles to the east of the project site. The potential impacts from fault rupture are considered no greater for the project site than for the surrounding areas.

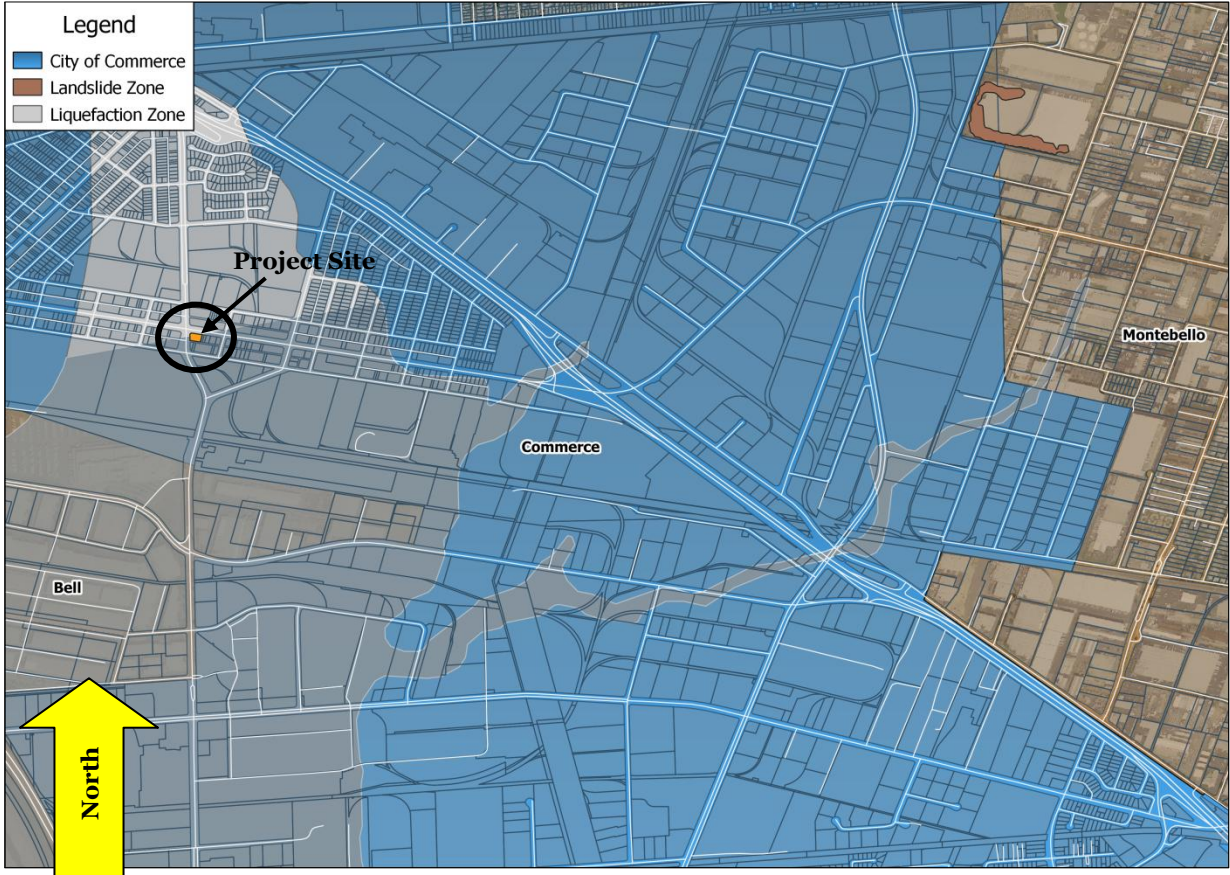
The potential impacts resulting from fault rupture are anticipated to be less than significant. The potential impacts in regards to ground shaking would also be considered to be less than significant. The intensity of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from epicenter or fault. The proposed project will be constructed in compliance with the 2016 Building Code, which contains standards for building design to minimize the impacts from ground shaking. Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is located just inside an area that may subject to liquefaction. Lastly, the project site is not subject to the risk of landslides because there are no hills or mountains within the vicinity of the project site. The underlying soils are not prone to shrinking and swelling (refer to Section 3.6.2.D). As a result, the potential seismic impacts on the proposed project are less than significant.

*B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by Biscailuz-Hueneme, drained, 0 to 2% slopes have a moderate runoff and moderate slow permeability.<sup>39</sup> In addition, the Biscailuz-Hueneme complex soils are described as being suitable for urban development, as evident by the surrounding land uses. The site is, and would continue to be level and no slope failure or landslide impacts are anticipated to occur. Once operational, the project site would be paved over and landscaped, which would minimize soil erosion.

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<sup>39</sup> United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>



## EXHIBIT 3-2 SEISMIC HAZARDS MAP

SOURCE: QUANTUM GIS AND CALIFORNIA DEPARTMENT OF CONSERVATION

The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would be required to comply with the pertinent MS4 permit requirements. The SWPPP is required to apply for an NPDES General Industrial Activities Storm Water Permit (GIASP). The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the project's contractors must adhere to any construction BMPs identified in the City's development construction program. As a result, the impacts are considered to be less than significant.

*C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? • Less than Significant Impact.*

The project site is underlain by Biscailuz and Hueneme complex soils. Biscailuz and Hueneme complex soils are well-drained, have a slight to moderate erosion risk, have a low to medium runoff rate, and are primarily used for urban development.<sup>40</sup> Once complete, the project will not destabilize the new soils since the site will be graded, leveled, and covered over with pavement and landscaping. In addition, the surrounding area is relatively level and is at no risk for landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed project because the site is located just inside an area that is subject to liquefaction. The project contractors will be required by the City to adhere to the design recommendations provided by the project's civil engineer. Lastly, the new buildings will be constructed with adherence to the most recent and stringent building code requirements. As a result, the potential impacts are considered to be less than significant.

*D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code , creating substantial direct or indirect risks to life or property? • Less than Significant Impact.*

The underlying soils consist of Biscailuz and Hueneme soils, which exhibit certain shrink swell characteristics. The shrinking and swelling of soils is influenced by the amount of clay present in the underlying soils.<sup>41</sup> Up to 20% of Biscailuz soils consist of clay loam, while drained clay loam comprises up to 15% of Hueneme soils.<sup>42</sup> Due to the small amounts of clay, a slight subsidence potential may exist. If soils consist of expansive clay, damage to foundations and structures may occur. The local and state regulations mentioned throughout this section will minimize potential geological impacts. Therefore, no impacts related to expansive soils are expected. As a result, the potential impacts are considered to be less than significant.

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<sup>40</sup> United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

<sup>41</sup> Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. [http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2\\_065083](http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083)

<sup>42</sup> UC Davis. *SoilWeb: Soil Survey Browser*. [https://casoilresource.lawr.ucdavis.edu/soil\\_web/property\\_with\\_depth\\_table.php?cokey=14296138](https://casoilresource.lawr.ucdavis.edu/soil_web/property_with_depth_table.php?cokey=14296138). And UC Davis. *SoilWeb: Soil Survey Browser*. [https://casoilresource.lawr.ucdavis.edu/soil\\_web/property\\_with\\_depth\\_table.php?cokey=14296139](https://casoilresource.lawr.ucdavis.edu/soil_web/property_with_depth_table.php?cokey=14296139)

*E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.*

No septic tanks will be used as part of proposed project. The project will be connected to the existing sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

*F. Would the project, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature? • No Impact.*

No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase. The soils that underlie the project site are alluvial in nature. Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.<sup>43</sup> As a result, no impacts to paleontological resources will occur.

### **3.7.2 MITIGATION MEASURES**

The analysis herein determined that the proposed project would not result in significant impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. As a result, no mitigation is required for the proposed project.

## **3.8 GREENHOUSE GAS EMISSIONS**

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### **3.8.1 ENVIRONMENTAL ANALYSIS**

*A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.*

Amir Houriani of Commerce Properties LLC is proposing to construct a Popeye's fast food restaurant with a single drive-thru lane. The new fast food restaurant will be constructed on a property site consisting of 18,062 square feet (0.41 acres) site located at 5556 E. Washington Boulevard. The site is on the southeastern corner of the intersection of E. Washington Boulevard and S. Eastern Avenue.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.<sup>44</sup> However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has established

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<sup>43</sup> United States Geological Survey. *What is the Quaternary?* [http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what\\_is.html](http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html)

<sup>44</sup> California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO<sub>2</sub>E (MTCO<sub>2</sub>E) per year for commercial projects, 3,500 MTCO<sub>2</sub>E per year for residential projects, 3,000 MTCO<sub>2</sub>E per year for mixed-use projects, and 7,000 MTCO<sub>2</sub>E per year for industrial projects. Table 3-5 summarizes annual greenhouse gas (CO<sub>2</sub>E) emissions from the proposed project. Carbon dioxide equivalent, or CO<sub>2</sub>E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-5, the CO<sub>2</sub>E total for the project is 901 MTCO<sub>2</sub>E, which is below the aforementioned thresholds.

**Table 3-5  
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Long-term Area Emissions	--	--	--	--
Long-term Energy Emissions	171.88	--	--	172.91
Long-term Mobile Emissions	5,260.41	0.30	--	5,267.94
Total Long-term Emissions	<b>5,432.29</b>	<b>0.30</b>	--	<b>5,440.85</b>
Total Long-term Emissions (MTCO <sub>2</sub> e)				<b>901 MTCO<sub>2</sub>E per year</b>
<b>Thresholds of Significance</b>				<b>1,400 MTCO<sub>2</sub>E per year</b>

Source: CalEEMod V.2016.3.2

The proposed project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).<sup>45</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

*B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.*

The City of Commerce does not presently have an adopted Climate Action Plan. AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% reduction in “business as usual” GHG emissions for the entire State. The proposed project will not involve or require any variance from the aforementioned policies. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an “infill development” and is seen as an important strategy in reducing regional GHG emissions. As a result, the

<sup>45</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies.

impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be less than significant.

### **3.8.2 MITIGATION MEASURES**

As indicated in the preceding analysis, the project's GHG emissions are below thresholds considered to represent a significant impact. Therefore, no mitigation measures are required.

## **3.9 HAZARDS & HAZARDOUS MATERIALS**

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### **3.9.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).<sup>46</sup> In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).<sup>47</sup> The Phase 1 Assessment conducted by Pacific City Bank indicates that twenty four leaking underground storage tank (LUST) sites were identified within 1/2 mile from the project site (refer to Appendix D). The proximity of these locations to the project site would not result adverse impacts to the implementation of the proposed project. A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.<sup>48</sup> The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List.

Once operational, the project will not create a significant hazard to the public or the environment since no hazardous materials will be stored on-site. As a result, the potential impacts will be less than significant.

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.*

The hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. Due to the

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<sup>46</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

<sup>47</sup> California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=commerce,ca>

<sup>48</sup> CalEPA. *Envirostor*. [https://www.envirostor.dtsc.ca.gov/public/map/?global\\_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=commerce](https://www.envirostor.dtsc.ca.gov/public/map/?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=commerce)

nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. As a result, the potential impacts are considered to be less than significant.

*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.<sup>49</sup> The nearest school to the site is Rosewood Park School, located approximately 0.6 miles to the northeast of the site. 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • No Impact.*

The “Cortese List,” also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the DTSC’s Brownfields and Environmental Restoration Program referred to as EnviroStor. The database was consulted in July of 2019. A search of the Envirostor Hazardous Waste and Substances Site List website was completed to identify whether the project site is listed in the database as a Cortese site. The site was not identified on the list.<sup>50</sup> Therefore, no impacts will result with the implementation of the proposed project.

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

The project site is not located within two miles of an operational public airport. The nearest airport is Compton-Woodley Airport, a general aviation airport located 14.3 miles to the southwest in the City of Compton.. The Long Beach airport is located approximately 19 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 21 miles to the southwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport and no impacts will occur.

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<sup>49</sup> State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 1990.

<sup>50</sup> CalEPA. *DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm).

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

At no time will East Washington Boulevard be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?* • *No Impact.*

As indicated previously, the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project site. The project site is located outside of any wildfire risk designation area.<sup>51</sup> As a result, no risk from wildfire is anticipated with the approval and subsequent occupation of the proposed project.

### **3.9.2 MITIGATION MEASURES**

The analysis herein also determined that the implementation of the proposed project will not result in any significant impacts related to hazards and/or hazardous materials. As a result, no mitigation is required.

## **3.10 HYDROLOGY & WATER QUALITY**

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### **3.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?* • *Less than Significant Impact.*

Construction activities such as site preparation and grading may have the potential to result in the discharge of sediment, oils, residual diesel fuel, rubbish, or other contaminants of concern into the local streets and/or stormwater infrastructure. The discharge of contaminated runoff from construction will be minimized since the Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to General Construction Activity NPDES regulations since the project would be required to comply with the pertinent MS4 permit. The SWPPP would contain additional construction Best Management Practices (BMPs) that would be the responsibility of the project Applicant to implement. Furthermore, the Applicant would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board. The mandatory SWPPP plan would identify operational Best Management Practices (BMPs) that would both reduce the volume of water discharged into the local storm drains and filter out any contaminants present in the stormwater runoff. The mandatory SWPPP plan may recommend the use of stormwater detention chambers, grate inlet filters, and bioswales as well as other mechanisms for reducing runoff and removing potential contaminants. Adherence to the aforementioned City mandated requirements would ensure that all potential impacts remain at a level that is less than significant.

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<sup>51</sup> Cal Fire. *Fire Hazard Severity Zone in SRA for Los Angeles County.*  
[http://frap.fire.ca.gov/webdata/maps/los\\_angeles/fhszs\\_map.19.pdf](http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf)



*B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact.*

The grading that will be done will not extend to depths required to encounter groundwater. As a result, no dewatering will occur as part of the proposed project's construction. Therefore no direct construction related impacts to groundwater supplies or groundwater recharge activities will occur. The project will continue to be connected to the City's water lines and will not result in a direct decrease in underlying groundwater supplies. Furthermore, the project's contractors will be required to adhere to the applicable BMPs for the construction site. Adherence to the required BMPs will restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts are anticipated to be less than significant.

*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 or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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; or, impede or redirect flood flows? • No Impact.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The Los Angeles River is the closest body of water to the project site. The Los Angeles River is located 1.13 miles to the southwest of the project site and is channelized at this location for flood control.<sup>52</sup> Once implemented, the proposed project will change the site's drainage characteristics. Predevelopment, the entire site is covered over in earth and pervious surfaces. Following development, the majority of the site, with the exception of the landscaped areas consisting of 4,600 square feet, will be covered over in impervious surfaces. These impervious surfaces will include the paved parking and internal drive aisles and the building. Following development, approximately 25.5% of the site will consist of impervious surfaces. 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. As a result, no impacts are anticipated.

*D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X.<sup>53</sup>

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<sup>52</sup> Google Earth. Website accessed August 5, 2019.

<sup>53</sup> Los Angeles County Department of Public Works. *Flood Zone Determination Website*. <http://dpw.lacounty.gov/wmd/floodzone/>

This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.<sup>54</sup>

The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. A seiche in the Los Angeles River is not likely to happen due to the current level of channelization and volume of water present. In addition, the project site is located inland approximately 16 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.<sup>55</sup> 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. Potential overflow from the Los Angeles River may affect areas of the City though these flows are not expected to reach the project site. As a result, the project will not be subject to flood hazard impacts.

*E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.*

The proposed project will be in compliance with Chapter 19.33 of the City's Municipal Code. Chapter 19.33 is responsible for implementing the NPDES and MS4 stormwater runoff requirements. Furthermore, the project's contractors will be required to implement the construction BMPs identified in the mandatory SWPPP. As a result, no other impacts are anticipated and no mitigation is required.

### **3.10.2 MITIGATION MEASURES**

The analysis determined that the implementation of the proposed project would not result in any impacts related to water and hydrology impacts. As a result, no cumulative impacts are anticipated.

## **3.11 LAND USE & PLANNING**

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### **3.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project physically divide an established community? • No Impact.*

Amir Houriani of Commercial Properties, LLC is proposing to construct a single drive-thru restaurant totaling 2,311 square feet of floor area within a 0.41-acre site (18,062 square feet). The site is currently vacant. The project area is located in the central part of the City of Commerce. Major streets located in the vicinity of the project site include E. Washington Boulevard, that extends along the site's north side, and S. Eastern Avenue extends along the site's west side, located directly northwestern from the project site. The project site is also located 0.58 miles north from Bandini Boulevard and 1.55 miles west of Garfield Boulevard. The following land uses and development are located near the project site::

- *North of the project site.* E. Washington Boulevard extends along the north side of the project site. A Jack in the Box is located further north, on the north side of E. Washington Boulevard.

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<sup>54</sup> FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

<sup>55</sup> Google Earth. Website accessed August 7, 2019.

- *South of the project site.* The project site is bounded by an alley on the south side. Various industrial uses include Datapage Inc, located along the north side of Shiela Street, and Great Produce, Inc, which is located along the south side of Shiela Street.
- *East of the project site.* Industrial uses that are located to the site’s east side includes: a Mr. Hose Inc, Music Obsession Store, and an U.S. Post Office.
- *West of the project site.* S. Eastern Avenue extends along the west side of the project site. Uses located west of S Eastern Avenue include a 7-11 liquor store and a U Haul Neighborhood Dealer.<sup>56</sup>

The site is currently vacant. The site will have a total floor area of 2,311 square feet. As a result, no impacts related to the division of an established residential neighborhood will occur as part of the proposed project’s implementation. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

*B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.*

The project site is currently zoned as (C/M-1) Commercial Manufacturing. In addition, the project site’s General Plan land use designation is *Commercial Manufacturing*. The project site’s zoning and general plan land use designations are shown in Exhibit 3-3 and Exhibit 3-4, respectively. The project’s implementation will require a variance to permit development of a project site that does not meet the minimum lot size. The proposed project’s conformity with key elements of the City of Commerce Zoning Code is outlined in Table 3-6.

**Table 3-6  
 General Plan/Zoning Conformity Issues**

<b>Issue<sup>a</sup></b>	<b>Description</b>	<b>Findings</b>
Land Use	The proposed project will be required to conform to the City’s Zoning Ordinance.	The proposed use is conditionally permitted under the current C/M-1 zoning.
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 0.13 to 1.0 which is permitted under the current Zoning.
Building Height	The maximum height of the new development cannot exceed 90 feet or 6 stories.	The building’s height overall will be approximately 21 feet
Landscaping	The applicable zoning calls for 5% of the total lot area to be landscaped.	Landscaping will total 4,600 sq ft 10.5% of the total site area which exceeds the City requirement.
Building Setbacks	The applicable zoning requires a 5-foot front setback. The applicable zoning requires a 10 foot side setback.	The front yard setback will be 29 feet and 6 inches; The side yard setback will be 25 feet.

Source: City of Commerce Zoning Code. 2019.

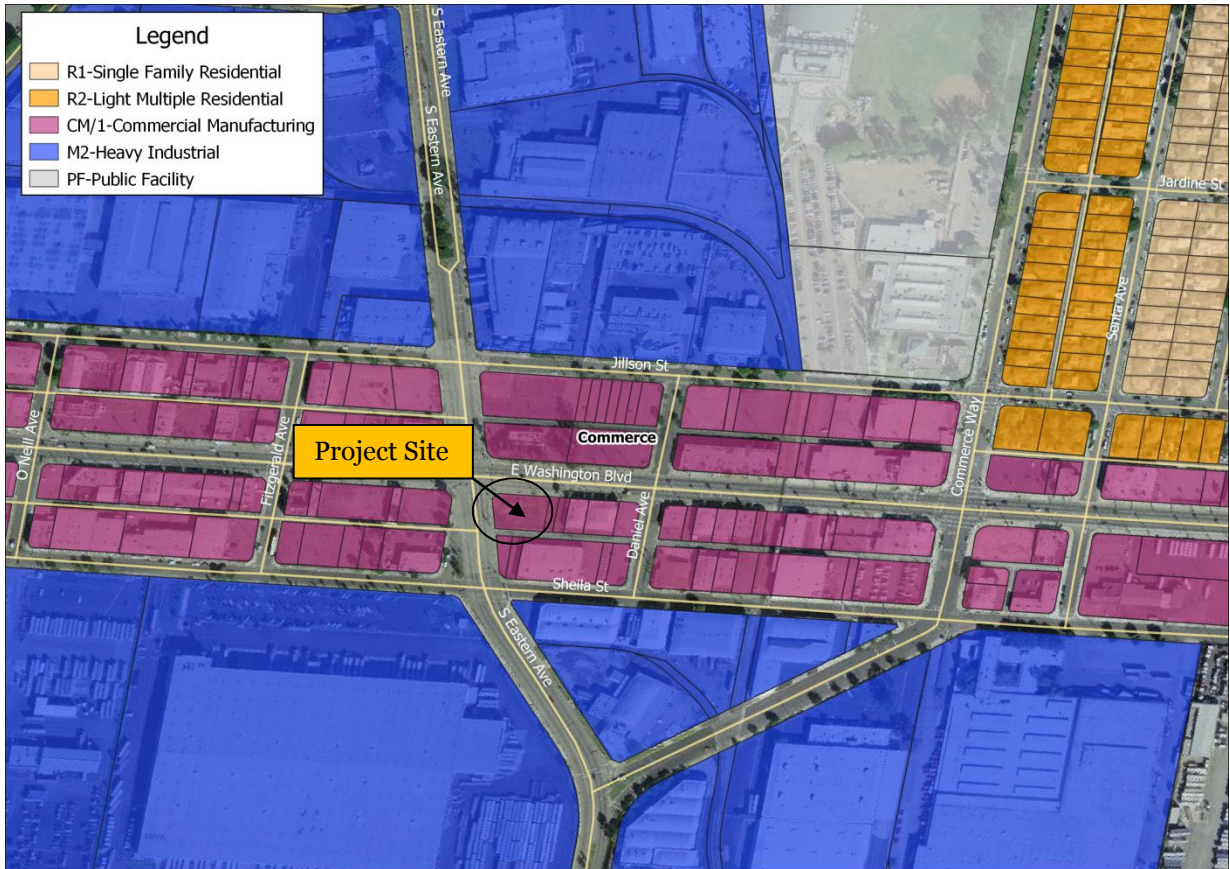
The table indicates that, overall, the project is in conformance to the City of Commerce Zoning Code.

<sup>56</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on August 01, 2019.

Based on the aforementioned findings of this analysis, the proposed use will not result in any impacts on the applicable General Plan and Zone designations and no impacts will occur.

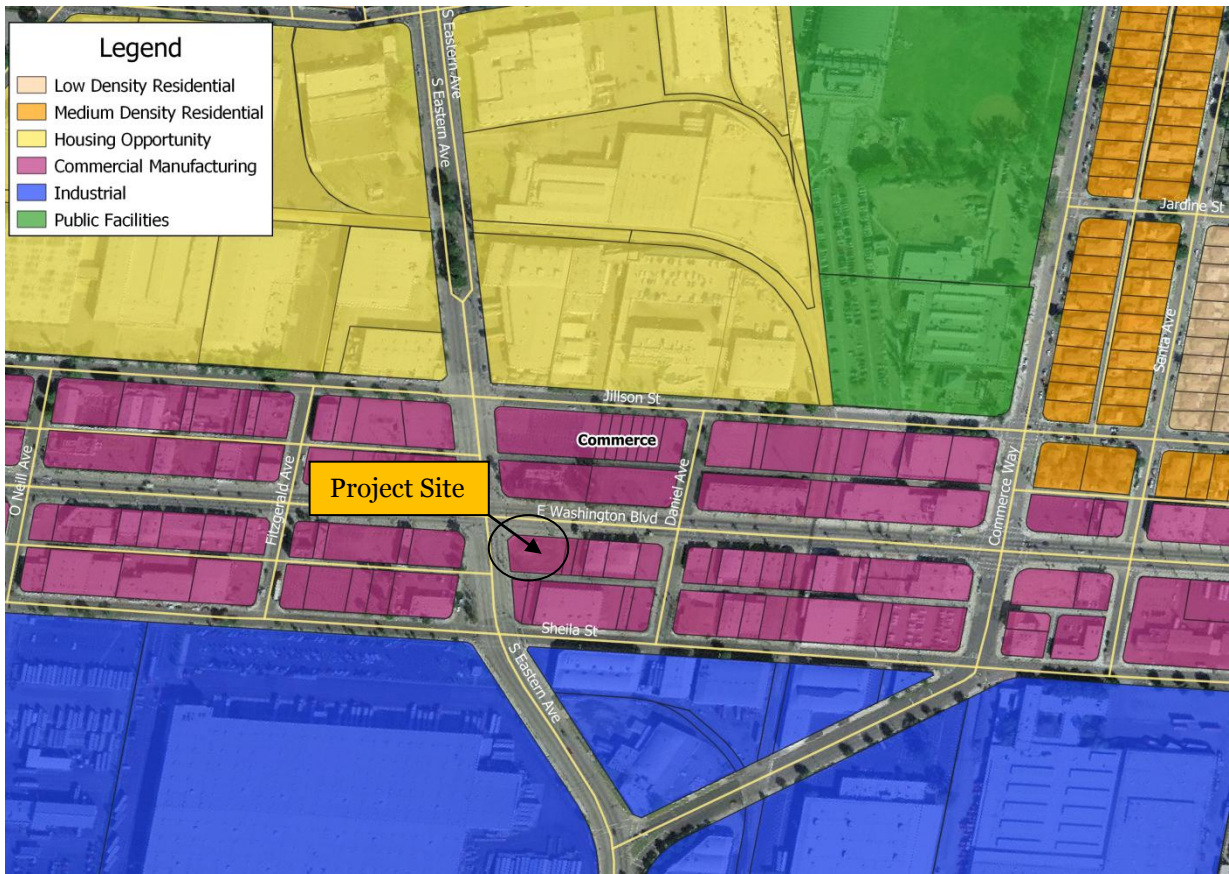
### **3.11.2 MITIGATION MEASURES**

The analysis determined that the proposed project will not result in any significant land use impacts. As a result, no mitigation is required for the project.



## EXHIBIT 3-3 ZONING MAP

SOURCE: CITY OF COMMERCE AND QGIS



**EXHIBIT 3-4**  
**GENERAL PLAN MAP**  
SOURCE: CITY OF COMMERCE AND QGIS



## **3.12 MINERAL RESOURCES**

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### **3.12.1 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 of the State? • No Impact.*

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.<sup>57</sup> In addition, according to the Significant Mineral Aggregate Resource Area (SMARA) study area maps prepared by the California Geological Survey, the City of Commerce is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate). However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the project site is not located in an area where there are significant aggregate resources present. In addition, the project sites are not located in an area with active mineral extraction activities. As a result, no impacts will occur.

- 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.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the boundaries of the project site. Review of maps provided by the State Department of Conservation indicates there are no active or abandoned wells within the project site. The resources and materials used in the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

### **3.12.2 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no project mitigation is required relative to mineral resources.

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<sup>57</sup> California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#close>. Site accessed on July 30, 2019

## 3.13 NOISE

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### 3.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in a generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *No Impact.*

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-5. Typical construction noise levels are shown in Exhibit 3-6.

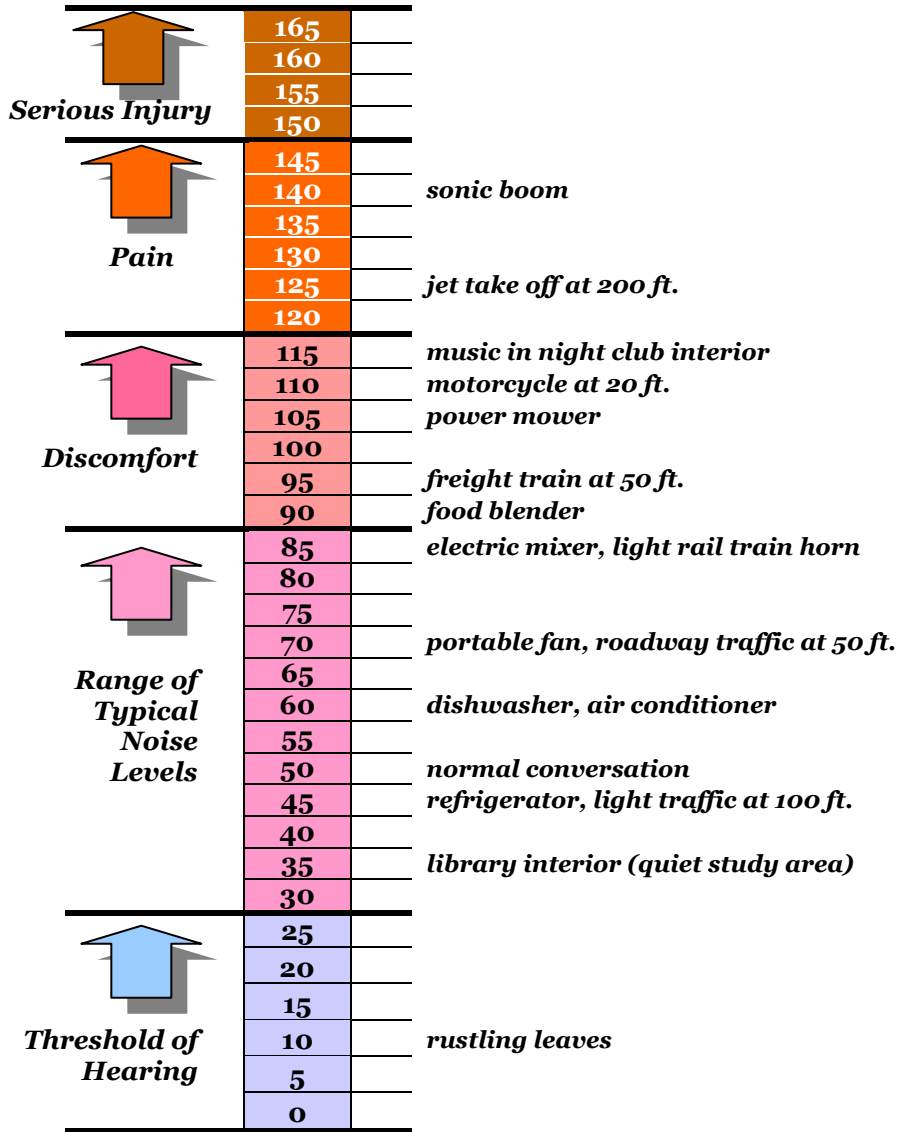
Construction noise levels would decline as one move away from the noise source in phenomenon known as *spreading loss*. Noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. A point source such as construction operation and the parking lot would decrease in "loudness" when the distance increases.

Interior noise associated with the drive-through restaurant will not affect the aforementioned sensitive receptors as they are not located within the project area and the operation noise of the restaurant will be subject to spreading loss.

Noise generated within the parking lot will include people laughing/shouting, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA, car idling, which averages 61 dBA, car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. In addition, noise will be generated by the drive-thru lane, which will include cars entering the drive-thru, patrons ordering from the speaker box, and cars exiting the site.

Distributed noises from automobile traffic and industrial uses would typically attenuate at a lower rate. A point sound source would drop approximately 6 dB every time the distance from the source doubles. Additionally, it would affect the sounds' direction. The noise level would lower to 36.dBA if one is 64 feet away from the project site. The nearest sensitive receptors to the project site include the residential neighborhood that is located more than 1,200 feet northeast of the project site. As indicated previously, there are no residential uses located nearby that would be affected by construction related noise.





**EXHIBIT 3-5**  
**TYPICAL NOISE SOURCES AND LOUDNESS SCALE**  
 Source: Blodgett Baylosis Environmental Planning

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

**EXHIBIT 3-6**  
**TYPICAL CONSTRUCTION NOISE LEVELS**  
 Source: Blodgett Baylosis Environmental Planning

The ambient noise environment in the vicinity of the proposed project is dominated by traffic noise from vehicles traveling down E. Washington Boulevard and the adjacent streets and by noise typically associated with the nearby commercial and industrial uses. Once operational, noise will be generated from a line source such as roadway containing trucks and automobile traffic. No audible change in traffic noise levels from existing levels is expected to be perceptible over the long-term given the projected traffic generation. Typically, a doubling in traffic volumes is required to generate an audible increase traffic noise levels.

In a normal urbanized environment, changes in traffic noise levels of less than 3.0 dB are not typically perceptible. The project site results in less than a one percent increase in traffic overall for the segment of E. Washington Boulevard and will not be anticipated to have more than 50 trips during any peak hour.<sup>58</sup> As a result, the impacts from the project's operation are considered to be less than significant.

*B. Would the project result in a generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.*

As indicated in the construction noise model, none of the equipment that will be used during the project's construction is classified as an impact device. As a result, vibration from construction is expected to generate less than significant impacts. Once operational, the project's traffic will not be sufficient enough to result in an increase in roadway noise or vibration. In a normal urbanized environment, changes in traffic noise levels of less than 3.0 dB are not typically perceptible. As indicated in Table 3-7 trip generation study, the proposed project would generate 1,088 daily trips. The traffic analysis indicates the proposed project would result in less than a three percent increase in traffic overall for the segment of E. Washington Boulevard which is currently generating between 35,000 to 40,000 trips per day. As a result, the potential operational impacts are considered to be less than significant.

*C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

The project site is not located within two miles of a public airport or a public use airport. The nearest airport is Compton-Woodley Airport, located 14.3 miles to the southwest in the City of Compton. As a result, the project site will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area.

### **3.13.3 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant noise impacts. As a result no mitigation will be required.

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<sup>58</sup> Institute of Transportation Engineers' Trip Generation (10<sup>th</sup> Edition). *Fast-Food Restaurant with Drive Through Window Development: Trip Generation Estimates Report*. January 2019

### 3.14 POPULATION & HOUSING

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#### 3.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* • *No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is currently vacant and located near commercial and industrial uses.
- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure though new utility line connections will be installed. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* The site is vacant and there are no housing units located on-site.
- *Additional population growth leading to increased demand for goods and services.* The project will not lead to any direct increase in the City's population since no housing will be provided as part of the proposed project's implementation.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase and long-term employment once the business is operational.

The proposed project is an infill development that will utilize existing roadways and infrastructure. The project will not lead to any direct increase in the City's population since no housing units are proposed. In addition, the number of new jobs that will be created is within the employment generation estimated by SCAG. As a result, no impacts will occur.

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

No housing units will be displaced as a result of the proposed project's implementation. The site is currently vacant though occupied by gasoline station. Therefore, no impacts will result.

### **3.13.2 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.15 PUBLIC SERVICES**

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### **3.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities? • Less than Significant Impact with Mitigation.*

#### **Fire Service**

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. In addition, the Los Angeles County Fire Department will review the development plans to ascertain the nature and extent of any additional requirements. Compliance with fire code requirements and the approval of the installation plan by the Los Angeles County Fire Department will mitigate any potential impacts. As a result, the impacts are considered to be less than significant.

#### **Law Enforcement Service**

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. 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 to be 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.

### **School Service**

Due to the nature of the proposed project (commercial) located in a manufacturing zone (C/M-1), no direct enrollment regarding school services will occur. However, 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.

### **Other Governmental Services**

No new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, no impacts are anticipated.

### **3.15.2 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on public except on law enforcement services. The following measure will be required to enhance security:

*Mitigation Measure No. 5 (Law Enforcement).* 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. 6 (Law Enforcement).* The Applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.

## **3.16 RECREATION**

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### **3.16.1 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 park to the project site is Rosewood Park located 0.5 miles to the northwest, next to City of Commerce City Hall. The proposed project will not result in a direct demand for park facilities based on the proposed commercial use. As a result, no changes in the demand for local parks and recreation facilities are anticipated.

*B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? • No Impact.*

The proposed project will not result in a direct demand for park facilities. As a result, no changes in the demand for local parks and recreation facilities are anticipated and no impacts are anticipated.

### **3.16.2 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

## **3.17 TRANSPORTATION & CIRCULATION**

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### **3.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • No Impact*

The project would provide vehicular access to the parking via a 35 foot wide driveway located along the southern side of E. Washington Boulevard. Additional access will be provided off the alley on the southern side of the project site. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area.

- *East Washington Boulevard.* E. Washington Boulevard is an east-west major arterial roadway striped with (2) traveling lanes in each direction. The roadway is 72 feet wide and posed with 40 miles per hour speed limit. Directional travels are separated by a yellow line (median) lane along the center of the street. The intersection at E. Washington Boulevard is signalized. Parking is prohibited along both sides of the street.
- *South Eastern Avenue.* S. Eastern Avenue is a north-south major arterial roadway striped with (2) traveling lanes in each direction. The roadway is 74 feet wide and posed with 40 miles per hour speed limit. Directional travel lanes are separated by a yellow line (median) lane along the center of the street. The intersection at E. Washington Boulevard is signalized. Parking is prohibited along both sides of the street.
- *Sheila Street.* Sheila Street is an east-west major arterial roadway striped with (2) traveling lanes in each direction. The roadway is 36 feet wide and posed with 35 miles per hour speed limit. Travel lanes are separated by a yellow line in the center of the street. The intersection at Sheila Street is signalized. Parking is partially restricted prohibited along both sides of the street.
- *Daniel Avenue.* Daniel Avenue is a north-south minor collector street and striped with two (2) travel lanes in each direction. The roadway is 35 feet wide and posed with 25 miles per hour speed limit signs. Directional travels are separated by a yellow line lane along the center of the

street. The intersection at E. Washington Boulevard is signalized. Parking is prohibited along both sides of the street.

- *Commerce Way.* Commerce Way is a north-south major arterial street and striped with two (2) travel lanes in each direction. The roadway is 65 feet wide and posted with 40 miles per hour speed limit signs. Directional travel lanes are separated by a yellow line lane along the center of the street. The intersection at E. Washington Boulevard is signalized. Parking is prohibited along both sides of the street.
- *Bandini Boulevard.* Bandini Boulevard is an east-west major arterial roadway and striped with two (2) travel lanes in each direction. The street is 64 feet wide and has a posted speed limit of 40 miles per hour. Directional travels are separated by a yellow line lane along the center of the street. The intersection with Garfield Avenue is signalized. Parking is prohibited along both sides of the street.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project by Translutions Inc. Trip generation for the proposed project is based on trip generations from the Institute of Transportation Engineers’ (ITE) *Trip Generation* (10<sup>th</sup> Edition) and are based on Land Use 934- “Fast Food Restaurant with Drive-Through Window”. Table 3-7 summarizes trip generation estimates for the project. As shown in Table 3-7, the proposed project is forecast to generate 47 net new trips in the a.m. peak hour, 38 net new trips in the p.m. peak hour, and 1,004 net new daily trips.

**Table 3-7  
 Project Trip Generation**

Land Use	Units	A.M Peak			P.M. Peak			Daily
		In	Out	Total	In	Out	Total	
Fast-food Restaurant Trip Generation Rate		20.50	19.69	40.19	16.99	15.68	32.67	470.95
Trip Generation	2,311 ksf	47	46	93	39	37	76	1,088
Pass-by Trips	49% AM/50% PM	23	23	46	19	19	38	84
Total Net Trips		24	23	47	20	18	38	1,004
Total Net Trip Generation		24	23	47	20	18	38	1,004



Since the proposed project's peak hour traffic generation is less than 50 trips, no Traffic Impact Analysis (TIA) of intersections is required. The project will provide more parking than is required by City code. As a result, no potential impacts are anticipated to the project access and on-site circulation.

*B. For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)? • Less than Significant Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The project's implementation will have less than significant impacts since the project will recycle an existing undeveloped and underutilized properties located in established urban areas. When new development is located in a more rural setting, employees, patrons, visitors, and residents may have to travel further since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, travel distance is typically reduced when development is located in urban areas. As a result, the potential impacts are considered to be less than significant.

*C. Would the project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact with Mitigation.*

Access to the site will be provided by a driveway located along E. Washington Boulevard. Secondary access will be provided by two curb-cuts (one for ingress and one for egress) with the alley that extends along the project site's south side. Vehicles travelling southbound of S Eastern Boulevard can access the site from by executing a right-turn on the alley on the project site's south side. According to the site plan, the drive-thru lane will have a "stacking capacity" of 10 cars, but the actual staking capacity will be less (approximately nine cars). The drive-thru window will be located on the north-facing elevation. The drive-thru lane will have a length of 195 feet of queuing space for cars entering the drive-thru and 80 feet of queuing distance from the menu board. The 35 feet wide driveway located along E. Washington Boulevard provides adequate distance spacing from incoming traffic along E. Washington Boulevard and intersecting streets making right and left turns.

However, if the driveway is expected to be regularly used by heavy vehicles, then the lines of clear sight should allow for the different drivers waiting to exit the driveway and vehicles on the frontage road. In order to prevent potential collisions, the following mitigation is required:

- A sign prohibiting the execution of left-turns from the site's main driveway must be installed. .

No large trucks will travel to the site due to the nature of the proposed project. As a result, the potential impacts are considered to be less than significant.

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

The project would not affect emergency access to any adjacent parcels. At no time will S. Eastern Boulevard and E. Washington Boulevard be closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

### **3.17.2 MITIGATION MEASURES**

The analysis determined that the project would require the following mitigation to address traffic and circulation impacts:

*Mitigation Measure No. 7 (Transportation & Circulation Impacts).* A sign prohibiting the execution of left-turns from the site's main driveway must be installed.

## **3.18 TRIBAL CULTURAL RESOURCES**

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### **3.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?*

- *Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The mitigation identified in Section 3.5.2.B will be sufficient in protecting potential tribal cultural resources. As a result, the potential impacts are considered to be less than significant.

### **3.18.2 MITIGATION MEASURES**

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the proposed project. As a result, no mitigation is required.

## **3.19 UTILITIES & SERVICE SYSTEMS**

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### **3.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • No Impact.*

The project site is currently vacant. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, no impacts will occur.

*B. Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant.*

As indicated previously, the project site is currently vacant, though the site was occupied by a gasoline station. The City of Commerce receives its water from Central Basin Municipal Water District, located on 6252 Telegraph Road in Commerce. Central Basin Municipal Water provides the region of southeastern Los Angeles County with recycled water for municipal, commercial, and industrial use. The project's water consumption is shown in Table 3-8. According to Table 3-8, the proposed project is anticipated to consume an average of 245 gallons of water per day.

**Table 3-8  
 Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	2,311 sq. ft.	0.11 gallons/1,000 sq. ft./day	245 gals/day
<b>Total Consumption</b>			<b>245 gals/day</b>

Source: Orange County Sanitation District

The proposed project will connect to an existing water line located along Washington Boulevard. In addition, the project will be equipped with water efficient fixtures. As a result, the potential impacts are considered to be less than significant.

C. *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?* • *Less than Significant Impact.*

The County Sanitation Districts (LACSD) maintains and operate the sewer system in the City of Commerce. The project area is served by the Los Angeles County Sanitation District No. 2. After sewage is collected locally and delivered to the regional trunk lines, wastewater will flow south toward the Los Coyotes Water Reclamation Plant of LACSD in the City of Cerritos or the Joint Water Pollution Control Plant located in the City of Carson. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 21.1 mgd. The Joint Water Pollution Control Plant has a design capacity of 400 mgd and currently processes an average flow of 20.4 mgd. The Los Coyotes Water Reclamation Plant currently produces an average recycled water flow of 20.5 million gallons a day (mgd), and the Joint Water Pollution Control Plant currently produces an average recycled water flow of 256.4 mgd.

The project's wastewater generation is shown in Table 3-9. As shown in Table 3-9, the proposed project is anticipated to generate an average of 97 gallons of water per day.

**Table 3-9  
 Wastewater Generation (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	2,311 sq. ft.	0.11 gallons/1,000 sq. ft./day	97 gals/day
<b>Total Consumption</b>			<b>97 gals/day</b>

Source: City of Los Angeles Average Solid Waste

As depicted in the table, the proposed project is anticipated to generate an average of 97 gallons of waste water per day. This quantity of wastewater will not necessitate the expansion of any waste water treatment capacity. In addition, the proposed project will connect to existing sewer lines located along E. Washington Boulevard. As a result, the potential impacts are considered to be less than significant.

*D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • Less than Significant Impact.*

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. Trash collection for commercial land uses is provided by the other private haulers for disposal into the Commerce Incinerator and into area landfills. Waste may also be transferred to either the Mesquite Regional Landfill in Imperial County or to the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF). The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.

The Puente Hills Transfer Station and MRF is able to accept 4,440 tons per day of solid waste. The proposed project may generate up to 97 pounds of solid waste per day assuming a generation rate of 10.53 pounds per employee.<sup>59</sup> This amount is not significant and will be accommodated by the aforementioned landfill. As a result, the potential impacts are considered to be less than significant.

*E. Would the project comply with Federal, State, and local management and reduction 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 impacts related to State and local statutes governing solid waste are anticipated.

### **3.19.2 MITIGATION MEASURES**

The analysis of utilities impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.20 WILDFIRE**

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### **3.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The proposed project site is located within an urbanized area and no areas containing natural vegetation is located near the project site. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

*B. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks,*

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<sup>59</sup> City of Los Angeles CEQA Thresholds Guide <http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf>

*and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • Less than Significant Impact.*

The project site and surrounding areas are relatively flat. Furthermore, the project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to the Puente Hills and the Montebello Hills. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

*C. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code and the City Fire Department's recommendations and will not exacerbate wildfire risks. In addition, the use of hazardous materials will be limited to those that are commercially available and are used in a household setting. The proposed project, like most development in the City, may be subject to pollutant concentrations from industrial, gas line, or chemical fires due to the project site's proximity to industrial users. As a result, no impacts will occur.

*D. Would the project expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project site and surrounding areas are relatively flat and there are no slopes located nearby. The project site itself is vacant. In addition, surrounding areas are developed and are covered over in pavement and concrete. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

### **3.20.2 MITIGATION MEASURES**

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

### **3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

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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:

- *Does the project have the potential to substantially degrade the quality of the environment,*

*substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?.* •No Impact

The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment. The proposed project will not have the potential to degrade the quality of the environment with the implementation of the mitigation measures identified throughout Section 3. The project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat will result with the implementation of the proposed project.

- *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* • No impact

The approval and subsequent implementation of the propose projects will not have impacts that are individually limited, but cumulatively considerable when considering planned or past proposed development in the immediate vicinity. The proposed project is an infill development that provides a beneficial reduction in reducing greenhouse gas emissions and vehicle miles travels (VMT), since the project is consistent with the regional and State's sustainable goals from the State's Strategic Growth Council (SGC) objectives. The project site complies with the strategies for implementing effective trip traffic and circulation. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

- *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* •No Impact

The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment nor have substantial adverse effects that would cause substantial effects on human beings either directly or indirectly.

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## SECTION 4 CONCLUSIONS

### 4.1 FINDINGS

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The Initial Study determined that the proposed project 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 Initial Study:

- The proposed project *will not* have a significant effect on the environment.
- 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.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

### 4.2 MITIGATION MONITORING & REPORTING PROGRAM

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Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

## 4.3 MITIGATION MEASURES

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The following mitigation measures will be required to ensure that light trespass and spillover will not adversely affect the housing units:

*Mitigation Measure No. 1 (Light and Glare Impacts).* The Applicant must also submit an exterior lighting plan for review and approval by the Public Works and Development Services Department prior to the issuance of building permits.

*Mitigation Measure No. 2 (Light and Glare Impacts).* The signs must not include flashing, intermittent or moving lights, and must not emit light that may obstruct or impair the vision of any driver.

*Mitigation Measure No. 3 (Light and Glare Impacts).* The security and parking area lighting must be designed so as to prevent spillover lighting and/or glare on the adjacent residential properties.

According to the AB-52 consultation, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

*Mitigation Measure No. 4 (Cultural Resources Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The analysis determined that the proposed project would not result in any significant impact on public except on law enforcement services. The following measure will be required to enhance security:

*Mitigation Measure No. 5 (Law Enforcement).* 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. 6 (Law Enforcement).* The Applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.

The traffic analysis indicates that the following mitigation measure will be required:

*Mitigation Measure No. 7 (Transportation & Circulation Impacts).* A sign prohibiting the execution of left-turns from the site's main driveway must be installed.

#### **4.4 MITIGATION MONITORING**

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4-1 provided below.

**TABLE 4-1  
 MITIGATION-MONITORING PROGRAM**

<b>Measure</b>	<b>Enforcement Agency</b>	<b>Monitoring Phase</b>	<b>Verification</b>
<p><b>Mitigation Measure No. 1 (Light and Glare Impacts).</b> The Applicant must also submit an exterior lighting plan for review and approval by the Public Works and Development Services Department prior to the issuance of building permits.</p>	<p>Public Works Department and Development Services Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i>                      •                      Mitigation ends when construction is completed.</p>	<p>Date:                      Name &amp; Title:</p>
<p><b>Mitigation Measure No. 2 (Light and Glare Impacts).</b> The signs must not include flashing, intermittent or moving lights, and must not emit light that may obstruct or impair the vision of any driver.</p>	<p>Development Services Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i>                      •                      Mitigation ends when construction is completed.</p>	<p>Date:                      Name &amp; Title:</p>
<p><b>Mitigation Measure No. 3 (Light and Glare Impacts).</b> The security and parking area lighting must be designed so as to prevent spillover lighting and/or glare on the adjacent residential properties.</p>	<p>Public Works Department and Development Services Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i>                      •                      Mitigation ends when construction is completed.</p>	<p>Date:                      Name &amp; Title:</p>

**TABLE 4-1  
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p><b>Mitigation Measure No. 4 (Cultural Resources Impacts).</b> The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.</p>	<p>Development Services Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the start of any construction related activities.</i></p> <p>•                      Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s)</p>	<p>Date:</p> <p>Name &amp; Title:</p>
<p><b>Mitigation Measure No. 5 (Law Enforcement).</b> 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>Los Angeles County Sheriff's Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i></p> <p>•                      Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name &amp; Title:</p>
<p><b>Mitigation Measure No. 6 (Law Enforcement).</b> The Applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.</p>	<p>Los Angeles County Sheriff's Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i></p> <p>•                      Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name &amp; Title:</p>
<p><b>Mitigation Measure No. 8 (Transportation &amp; Circulation Impacts).</b> A sign prohibiting the execution of left-turns from the site's main driveway must be installed.</p>	<p>Public Works Department and Development Services Department                      •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building or grading permits.</i></p> <p>•                      Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name &amp; Title:</p>

## SECTION 5 REFERENCES

### 5.1 PREPARERS

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Blodgett Baylosis Environmental Planning  
2211 South Hacienda Boulevard, Suite 107  
Hacienda Heights, CA 91745  
(626) 336-0033

Marc Blodgett, Project Manager  
Janneth Flores, Project Planner

The references consulted as part of this Initial Study's preparation are shown using footnotes. Those references that are available on web pages are identified by their corresponding website addresses.

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## **APPENDICES**

**APPENDIX A – AIR QUALITY WORKSHEETS**

**APPENDIX B – TRIP GENERATION ANALYSIS**

**APPENDIX C – CALIFORNIA REGIONAL WATER QUALITY CASE**

**APPENDIX D – PHASE 1 ENVIRONMENTAL SITE ASSESSMENT**

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Popeye's Drive Thru - South Coast AQMD Air District, Summer

**Popeye's Drive Thru**  
South Coast AQMD Air District, Summer

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	13.00	Space	0.12	5,200.00	0
Fast Food Restaurant with Drive Thru	2.31	1000sqft	0.05	2,311.00	0

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use -
- Construction Phase - Construction will be estimated in the MND
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Energy Mitigation -

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.8215	8.9664	8.0314	0.0133	0.8645	0.5231	1.3326	0.4434	0.4813	0.8899	0.0000	1,261.6770	1,261.6770	0.3594	0.0000	1,267.1818
Maximum	4.8215	8.9664	8.0314	0.0133	0.8645	0.5231	1.3326	0.4434	0.4813	0.8899	0.0000	1,261.6770	1,261.6770	0.3594	0.0000	1,267.1818

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.8215	8.9664	8.0314	0.0133	0.4054	0.5231	0.8734	0.1910	0.4813	0.6375	0.0000	1,261.6770	1,261.6770	0.3594	0.0000	1,267.1818
Maximum	4.8215	8.9664	8.0314	0.0133	0.4054	0.5231	0.8734	0.1910	0.4813	0.6375	0.0000	1,261.6770	1,261.6770	0.3594	0.0000	1,267.1818

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	63.11	0.00	34.46	66.82	0.00	28.96	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational**

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0540	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			3.3500e-003	3.3500e-003	1.0000e-005	3.5700e-003
Energy	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109			171.8892	171.8892	3.2900e-003	3.1500e-003
Mobile	2.0536	9.1618	15.8490	0.0515	3.7339	0.0412	3.7752	0.9991	0.0384	1.0375			5,260,414.7	5,260,414.7	0.3011	5,267,941.4
<b>Total</b>	<b>2.1234</b>	<b>9.3250</b>	<b>15.9709</b>	<b>0.0524</b>	<b>3.7339</b>	<b>0.0521</b>	<b>3.7861</b>	<b>0.9991</b>	<b>0.0493</b>	<b>1.0484</b>			<b>5,432,307.3</b>	<b>5,432,307.3</b>	<b>0.3044</b>	<b>5,440,855.7</b>

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0540	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			3.3500e-003	3.3500e-003	1.0000e-005	3.5700e-003
Energy	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109			171.8892	171.8892	3.2900e-003	3.1500e-003
Mobile	1.9779	8.6758	13.8032	0.0430	2.9672	0.0349	3.0221	0.7992	0.0325	0.8318			4,390,685.2	4,390,685.2	0.2663	4,397,343.4
<b>Total</b>	<b>2.0477</b>	<b>8.8191</b>	<b>13.9251</b>	<b>0.0438</b>	<b>2.9672</b>	<b>0.0458</b>	<b>3.0330</b>	<b>0.7992</b>	<b>0.0434</b>	<b>0.8427</b>			<b>4,562,577.8</b>	<b>4,562,577.8</b>	<b>0.2696</b>	<b>4,570,257.6</b>

**3.0 Construction Detail**

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	
2	Grading	Grading	1/2/2020	1/3/2020	5	2	
3	Building Construction	Building Construction	1/4/2020	5/22/2020	5	100	
4	Paving	Paving	5/23/2020	5/29/2020	5	6	
5	Architectural Coating	Architectural Coating	5/30/2020	6/5/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,467; Non-Residential Outdoor: 1,156; Striped Parking Area: 312 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Site Preparation - 2020**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658		943.4872	943.4872	0.3051		951.1158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0226	0.0152	0.2044	5.7000e-004	0.0559	4.2000e-004	0.0563	0.0148	3.9000e-004	0.0152		57.2209	57.2209	1.6500e-003		57.2620
Total	0.0226	0.0152	0.2044	5.7000e-004	0.0559	4.2000e-004	0.0563	0.0148	3.9000e-004	0.0152		57.2209	57.2209	1.6500e-003		57.2620

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3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
<b>Total</b>	<b>0.6853</b>	<b>8.4307</b>	<b>4.0942</b>	<b>9.7400e-003</b>	<b>0.2068</b>	<b>0.3353</b>	<b>0.5421</b>	<b>0.0223</b>	<b>0.3085</b>	<b>0.3309</b>	<b>0.0000</b>	<b>943.4872</b>	<b>943.4872</b>	<b>0.3051</b>		<b>951.1158</b>

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0226	0.0152	0.2044	5.7000e-004	0.0559	4.2000e-004	0.0563	0.0148	3.9000e-004	0.0152		57.2209	57.2209	1.6500e-003		57.2620
<b>Total</b>	<b>0.0226</b>	<b>0.0152</b>	<b>0.2044</b>	<b>5.7000e-004</b>	<b>0.0559</b>	<b>4.2000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>3.9000e-004</b>	<b>0.0152</b>		<b>57.2209</b>	<b>57.2209</b>	<b>1.6500e-003</b>		<b>57.2620</b>

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3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147,235 2	1,147,235 2	0.2169		1,152,657 8
Total	0.8674	7.8729	7.6226	0.0120	0.7528	0.4672	1.2200	0.4138	0.4457	0.8595		1,147,235 2	1,147,235 2	0.2169		1,152,657 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0304	0.4088	1.1500e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		114.4418	114.4418	3.2900e-003		114.5240
Total	0.0452	0.0304	0.4088	1.1500e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		114.4418	114.4418	3.2900e-003		114.5240

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3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.2800e-003	0.1049	0.0250	2.6000e-004	6.4000e-003	5.2000e-004	6.9200e-003	1.8400e-003	5.0000e-004	2.3400e-003		27.4449	27.4449	1.7200e-003		27.4879
Worker	0.0136	9.1200e-003	0.1227	3.4000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1300e-003		34.3325	34.3325	9.9000e-004		34.3572
Total	0.0169	0.1141	0.1476	6.0000e-004	0.0389	7.7000e-004	0.0407	0.0107	7.3000e-004	0.0115		61.7774	61.7774	2.7100e-003		61.8451

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.2800e-003	0.1049	0.0250	2.6000e-004	6.4000e-003	5.2000e-004	6.9200e-003	1.8400e-003	5.0000e-004	2.3400e-003		27.4449	27.4449	1.7200e-003		27.4879
Worker	0.0136	9.1200e-003	0.1227	3.4000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1300e-003		34.3325	34.3325	9.9000e-004		34.3572
Total	0.0169	0.1141	0.1476	6.0000e-004	0.0389	7.7000e-004	0.0407	0.0107	7.3000e-004	0.0115		61.7774	61.7774	2.7100e-003		61.8451

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3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035,392.6	1,035,392.6	0.3016		1,042,932.3
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8344</b>	<b>7.2266</b>	<b>7.1128</b>	<b>0.0113</b>		<b>0.3950</b>	<b>0.3950</b>		<b>0.3669</b>	<b>0.3669</b>		<b>1,035,392.6</b>	<b>1,035,392.6</b>	<b>0.3016</b>		<b>1,042,932.3</b>

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
<b>Total</b>	<b>0.0814</b>	<b>0.0547</b>	<b>0.7359</b>	<b>2.0700e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>205.9951</b>	<b>205.9951</b>	<b>5.9200e-003</b>		<b>206.1432</b>

3.5 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035,392.6	1,035,392.6	0.3016		1,042,932.3
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8344</b>	<b>7.2266</b>	<b>7.1128</b>	<b>0.0113</b>		<b>0.3950</b>	<b>0.3950</b>		<b>0.3669</b>	<b>0.3669</b>	<b>0.0000</b>	<b>1,035,392.6</b>	<b>1,035,392.6</b>	<b>0.3016</b>		<b>1,042,932.3</b>

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
<b>Total</b>	<b>0.0814</b>	<b>0.0547</b>	<b>0.7359</b>	<b>2.0700e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>205.9951</b>	<b>205.9951</b>	<b>5.9200e-003</b>		<b>206.1432</b>

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3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	4.8169	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.5200e-003	3.0400e-003	0.0409	1.1000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.4442	11.4442	3.3000e-004		11.4524
Total	4.5200e-003	3.0400e-003	0.0409	1.1000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.4442	11.4442	3.3000e-004		11.4524

3.6 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	4.8169	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.5200e-003	3.0400e-003	0.0409	1.1000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.4442	11.4442	3.3000e-004		11.4524
Total	4.5200e-003	3.0400e-003	0.0409	1.1000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.4442	11.4442	3.3000e-004		11.4524



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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Popeye's Drive Thru - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.549556	0.042893	0.201564	0.118533	0.015589	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000898
Parking Lot	0.549556	0.042893	0.201564	0.118533	0.015589	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000898

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107
NaturalGas Unmitigated	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	1461.06	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	1461.06	0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0158	0.1432	0.1203	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.8892	171.8892	3.2900e-003	3.1500e-003	172.9107

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0540	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3500e-003	3.3500e-003	1.0000e-005		3.5700e-003
Unmitigated	0.0540	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3500e-003	3.3500e-003	1.0000e-005		3.5700e-003

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0476					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3500e-003	3.3500e-003	1.0000e-005		3.5700e-003
<b>Total</b>	<b>0.0540</b>	<b>1.0000e-005</b>	<b>1.5700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.3500e-003</b>	<b>3.3500e-003</b>	<b>1.0000e-005</b>		<b>3.5700e-003</b>

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0476					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.3500e-003	3.3500e-003	1.0000e-005		3.5700e-003
<b>Total</b>	<b>0.0540</b>	<b>1.0000e-005</b>	<b>1.5700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.3500e-003</b>	<b>3.3500e-003</b>	<b>1.0000e-005</b>		<b>3.5700e-003</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------



translutions, inc.  
17832 Irvine Boulevard, Suite 200,  
Tustin, California 92780  
Phone (949)658-3131 Fax (949)445-3131  
solutions@translutions.com

October 28, 2019

Mr. Marc Blodgett, Principal  
Blodgett Baylous Environmental Planning  
2211 S. Hacienda Boulevard Suite 107,  
Hacienda Heights, California 91745

Subject: 5556 E. Washington Boulevard Popeyes, Commerce, California – Focused Traffic Analysis

Dear Mr. Blodgett:

Translutions, Inc. (Translutions) is pleased to provide this letter discussing the potential trip generation for the proposed 5556 E. Washington Boulevard Popeyes fast-food restaurant project. The project will include a 2,311 square foot fast-food restaurant located at 5556 E. Washington Boulevard in the City of Commerce. The site plan is illustrated in Figure 1.

#### PROJECT ACCESS

Access to the project will be provided by a right-in/right-out driveway on Washington Boulevard, one full access inbound driveway on the Alley, and a full-access outbound driveway on the Alley. Translutions staff observed substantial vehicular queues on northbound Eastern Avenue. Therefore, the intersection of the Alley and Eastern Avenue should not allow left turns.

**Driveways on Alley.** The alley is a low-speed, low volume roadway with minimal traffic along the project frontage. Based on our measurements, there is approximately 200 feet of uninterrupted sight distance from the outbound driveway. Therefore, it is our professional opinion that the outbound driveway could provide full access. The inbound driveway is located approximately 30 feet from the edge of curb for Eastern Avenue and the City has raised concerns about vehicles making the left turn in from the alley potentially blocking traffic on Eastern Avenue. However, since the traffic volumes on the alley in this segment are minimal (Translutions staff did not see a single vehicle on the alley near Eastern Avenue during the p.m. peak hours), vehicles will be able to make the left turn from the alley on to the driveway without any stopped delay. Further, the intersection of the Alley and Eastern Avenue will not allow left turns, which will eliminate the chances of southbound left turns from Eastern Avenue trying to make an immediate left turn on to the driveway.

**Driveway on Washington Boulevard.** The driveway on Washington Boulevard will be restricted to right turns only. Based on observation on site, sufficient sight distances are available to provide safe right turns on to Washington Boulevard. The City requested that the line of sight evaluation include the bus shelter to the west of the project driveway. The bus shelter is constructed of a mesh material that does not block visibility. There is a sign on the bus shelter which is opaque, but based on our evaluation of driver eye height, over 400 feet of the roadway is visible. Based on the speed limit on Washington Boulevard (40 miles per hour), the minimum design sight distance of 385 feet is required, which is less than the available distance of over 400 feet. Therefore, the driveway is anticipated to operate at safe conditions.

**Delivery Vehicles.** It is anticipated that most deliveries will use the driveway on Washington Avenue. It should be noted that Popeye's does not have a breakfast menu and therefore does not open until 10:00 a.m. All deliveries are made when the restaurant is closed to customers. Therefore, delivery trucks will not conflict with customer vehicles. Delivery vehicles will be able to park on site while making deliveries as customer vehicles will be minimal (if any).

#### PROJECT PARKING & ON-SITE CIRCULATION

The City of Commerce Municipal Code Chapter 19.21 - Off-Street Parking and Loading requires 1 space per 200 square feet for fast food restaurants. Based on this, the project parking code requirement is 12 spaces. The project provides 13 spaces, which is more than what is required per code. Based on our review, on-site circulation should not adversely affect safety. Turning radii are provided to applicable City Codes. The City requires that the queueing distance from the menu board be at least 80 feet (Figure 19.3.350-1 of Municipal Code). Based on our review, the project provides 80 feet of queueing from the menu board.

#### PROJECT TRIPS

**Project Trip Generation.** Trip generation for the proposed project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition) and are based on Land Use 934 - "Fast-Food Restaurant with Drive-Through Window".

Retail uses will typically draw some of its trips from the adjacent street traffic, so that some of the project trips are not actually "new" trips to the adjacent circulation system. These trips are referred to as "pass-by" trips. Pass-by trips are trips that are on the roadway immediately adjacent to the retail center which make intermediate stops on the way from an origin to a primary trip destination without route diversion. Pass-by trips for Land Use 934 "Fast-Food Restaurant with Drive-Through Window" were calculated using rates from ITE Trip Generation Handbook (3rd Edition). Table A below shows the calculation of the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the proposed project is forecast to generate 47 net new trips in the a.m. peak hour, 38 net new trips in the p.m. peak hour, and 1,004 net new daily trips.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Fast-Food Restaurant Trip Generation Rates</b> <sup>1</sup>								
Trip Generation	2,311 TSF	47	46	93	39	37	76	1,088
Pass-By Trips <sup>2</sup>	49% AM / 50% PM	(23)	(23)	(46)	(19)	(19)	(38)	(84)
<b>Total Net Trips</b>		<b>24</b>	<b>23</b>	<b>47</b>	<b>20</b>	<b>18</b>	<b>38</b>	<b>1,004</b>
<b>Total Net Trip Generation</b>		<b>24</b>	<b>23</b>	<b>47</b>	<b>20</b>	<b>18</b>	<b>38</b>	<b>1,004</b>

Notes: TSF = Thousand Square Feet

<sup>1</sup> Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition).

<sup>2</sup> Pass-By rates based on rates for Land Use 934 "Fast-Food Restaurant with Drive-Through Window" from ITE Trip Generation Handbook (3rd Edition).

**Project Trip Distribution.** As stated earlier, access to the project will be provided by a right-in/right-out driveway on Washington Boulevard, one full access inbound driveway on the Alley, and an outbound driveway on the Alley. The intersection of the Alley and Eastern Avenue will not allow left turns. It should be noted that based on observations at the intersection of the Alley and Eastern Avenue during the p.m. peak hours, Translutions staff did not see any vehicles on the segment of the alley between Eastern Avenue and the proposed driveway. This is potentially due to the fact that vehicles from adjacent properties were observed to travel east on the alley to Daniel Avenue and then to Sheila Street which has a signalized intersection with Eastern Avenue. Figure 2 shows the anticipated project trip distribution at the driveways.

**CONCLUSION**

The City of Commerce requires a transportation impact analysis at all intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hour. Based on the project trip generation, the project is forecast to generate 47 net new trips during the a.m. peak hour, 38 net new trips during the p.m. peak hour, and 1,004 net new daily trips. The project provides more parking than is required by City code, and our review of the project access and on-site circulation did not identify any circulation issues.

We hope you will find this information helpful. Should you have any questions, please don't hesitate to call me at (949) 232-7954.

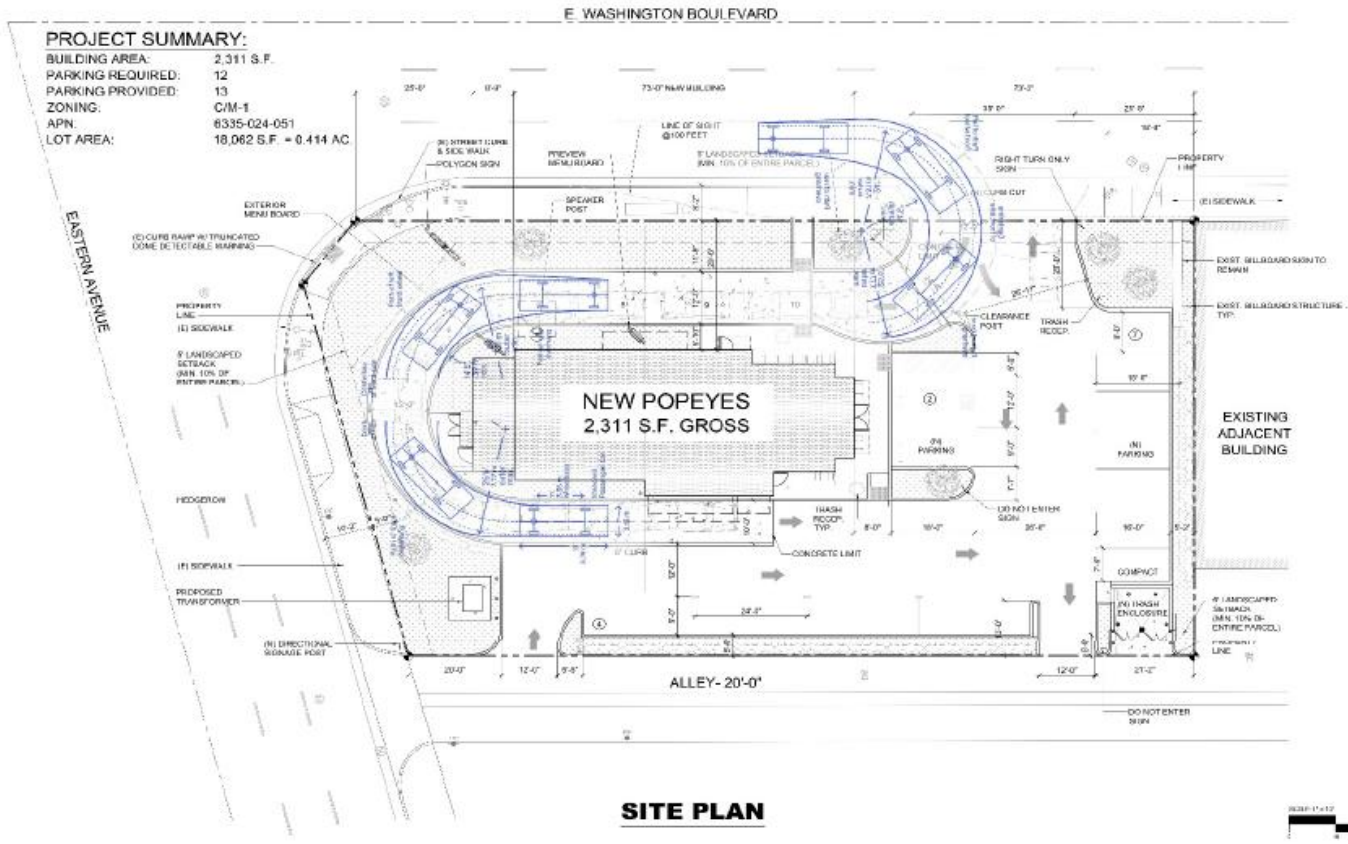
Sincerely,

Translutions, Inc.

*Sandipan Bhattacharjee*  
 Sandipan Bhattacharjee, P.E., T.E., AICP, ENV SP  
 Principal



CITY OF COMMERCE • INITIAL STUDY & MITIGATED NEGATIVE DECLARATION  
 POPEYE'S FAST FOOD RESTAURANT • 5556 EAST WASHINGTON BLVD





3756-3883



**California Regional Water Quality Control Board**  
**Los Angeles Region**

Over 50 Years Serving Coastal Los Angeles and Ventura Counties  
Recipient of the 2001 *Environmental Leadership Award* from *Keep California Beautiful*  
320 W. 4th Street, Suite 200, Los Angeles, California 90013  
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.swrcb.ca.gov/rwqcb4>



July 8, 2003

Mr. Dan Truzzolino  
ConocoPhillips Company  
P. O. Box 25376  
Santa Ana, CA 92799

Copy for  
File # 3756-24730  
7/10/03  
cc: Bob TORRENTA

**UNDERGROUND STORAGE TANK CASE CLOSURE**  
**FORMER UNOCAL STATION #6444**  
**5560 EAST WASHINGTON BLVD., COMMERCE**  
**(FILE # I-03883; CLAIM NO. 09758)**

1045192

Dear Mr. Truzzolino:

This letter confirms the completion of a site investigation and corrective action for the underground storage tank(s) formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tank(s) are greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground tank(s) site is in compliance with the requirements of subdivision (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release(s) at the site is required.

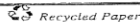
This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code.

If you have groundwater monitoring wells and/or vapor extraction wells at the subject property, you must comply with the following:

1. All wells must be properly located and abandoned.
2. Well abandonment permits and all other necessary permits must be obtained from the appropriate agencies prior to the start of work.
3. You must submit a report on the abandonment of the wells to this office by August 30, 2003. This report must include, at a minimum, a site map, a description of the well abandonment process, and copies of all signed permits.

**California Environmental Protection Agency**

\*\*\*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption\*\*\*  
\*\*\*For a list of simple ways to reduce demand and cut your energy costs, see the tips at: <http://www.swrcb.ca.gov/news/echallenge.html>\*\*\*



... the quality of California's water resources for the benefit of present and future generations.



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POPEYE'S FAST FOOD RESTAURANT • 5556 EAST WASHINGTON BLVD

Mr. Truzzolino  
ConocoPhillips Company

- 2 -

July 8, 2003

If you have any questions, please contact Joe Luera at (213) 576-6706 or  
jluera@rb4.swrcb.ca.gov.  
Sincerely,




Dennis A. Dickerson  
Executive Officer

cc: Mr. Hari Patel, State Water Resources Control Board, Underground Storage Tank  
Cleanup Fund  
Mr. Tim Smith, Los Angeles County Department of Public Works, Environmental  
Programs Division, Underground Tanks  
Mr. Gary Benson, Santa Fe Realty Company  
Mr. Steve Keane, TRC - Irvine

*California Environmental Protection Agency*

\*\*\*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption\*\*\*  
\*\*\*For a list of simple ways to reduce demand and cut your energy costs, see the tips at: <http://www.swrcb.ca.gov/news/echallenge.html>\*\*\*

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*Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.*



**WEECO WESTERN ENVIRONMENTAL ENGINEERS CO.**

1815 E. Wilshire Ave., Suite 905  
Santa Ana, CA 92705

(714) 542-2644  
Fax: (714) 542-2520


WEECO Project #2016-5969


## Phase I Environmental Site Assessment

**Project Site**  
5556-5560 East Washington Boulevard  
Commerce, California 90040

**Prepared for**  
Pacific City Bank / Downtown Branch  
777 East 12<sup>th</sup> Street, Suite 200  
Los Angeles, California 90021

December 9, 2016

Prepared by   
Jeffrey Pak  
Project Engineer

Reviewed by   
James Yoon, REPA  
Environmental Professional

---

**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

**ENVIRONMENTAL FINDINGS:**

**ON-SITE:**

- ◆ The subject property located at 5556-5560 E. Washington Boulevard, in the City of Commerce, is legally described by the assessor's parcel numbers: 6335-024-051, 6335-024-011 & 6335-024-027. According to the Los Angeles County, Office of the Assessor, the subject site is an approximately 17,880 square-foot total lot. From the visual inspection, the subject site is a vacant land, and has no buildings developed on it. No parking areas were observed at the subject site. Currently, the subject site is vacant land. See Section 3 and Attachment (H).
- ◆ BBL's Historical Tenant Report was reviewed which identifies the tenants (be it the owner or lessee) of the subject site over the last 50 years. Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 and forward. Based on the Historical Tenant Report, from 1992 to 2016, the subject site had no commercial listings. See Section 4 and Attachment (B).
- ◆ From the visual inspection, WEECO investigator observed no hazardous materials being used and stored on the subject site. No 55-gallon industrial drums or 5-gallon buckets were observed at the subject site. No trash-bins were observed at the subject site. See Attachment (H).
- ◆ From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scarring, fill pipes, or vent pipes that are indicative of the past or present existence of underground storage tanks (UST) were detected at the subject property.
- ◆ WEECO investigator contacted the Los Angeles County Fire Departments Custodian of Records to review any records pertaining to hazardous materials and aboveground/underground storage tanks used or stored at the subject site. As of the date of this report, WEECO has not yet received a response from the Los Angeles County Fire Departments Custodian of Records for inclusion into this report; however, based on over 30 years of experience in environmental services, the results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. This is considered a data gap. If records are received after the completion of this report that affect the outcome, an addendum with a records summary will be sent to client along with revised recommendations. See Section 4 and Attachment (C).
- ◆ WEECO investigator contacted the Los Angeles County Department of Public Works to review any records pertaining to aboveground/underground storage tanks at the subject site. Records were found for the subject site. The files were not available for review online; however, records show that there was a gasoline service station that occupied the subject site in the past. Inactive records and tank removal records were indicated on the Los Angeles

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**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

County Department of Public Works online database. See Section 4 and Attachment (D).

- ◆ WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.
- ◆ WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.
- ◆ The subject site was listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website. However, the case was Completed – Case Closed as of July 9, 2003. The case was first open on April 6, 1993, and WEECO confirmed that the tanks were removed. On July 8, 2003 the California Regional Water Quality Control Board Los Angeles Region issued a No Further Action letter at the subject site. See Attachment (E).

**Cleanup Status History**

DATE	STATUS
7/8/2003	Completed - Case Closed
4/15/2002	Open - Remediation
10/15/2001	Open - Remediation
6/6/1995	Open - Site Assessment
12/19/1994	Open - Site Assessment
8/2/1994	Open - Site Assessment
1/24/1994	Open - Verification Monitoring
4/6/1993	Open - Case Begin Date

- ◆ Based on WEECO's review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO's professional opinion that a VEC is not suspected of having encroached into the Subject Property.
- ◆ Due to former or/and current businesses, the subject site is listed as having one (1) environmental concern and three (3) operating permits in the list of 50 government databases reviewed in this report.

**- LUST - Leaking Underground Storage Tanks - California State**

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

Site: 76 PRODUCTS STATION #6444

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**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

- 6) Site: COAST DETERGENT  
Address: 5551 JILLSON ST  
City: CITY OF COMMERCE  
Map Loc: 8 - about .0 mile N of the subject  
Status: NRA -
- Site: COAST DETERGENT  
Address: 5551 JILLSON ST  
City: COMMERCE  
Map Loc: 8 - about .0 mile NE of the subject  
Status: CLSD - Case Closed
- 7) Site: CITY OF COMMERCE REFUSE  
Address: 2535 E SHEILA ST  
City: CITY OF COMMERCE  
Map Loc: 12 - about .1 mile S of the subject  
Status: NRA -
- 8) Site: CERTIFIED GROCERS  
Address: 5476 JILLSON ST  
City: COMMERCE  
Map Loc: 13 - about .1 mile N of the subject  
Status: CLSD - Case Closed
- 9) Site: GALLO WINE COMPANY  
Address: 2650 COMMERCE WAY  
City: COMMERCE  
Map Loc: 24 - about .1 mile S of the subject  
Status: CLSD - Case Closed
- 10) Site: CITY OF COMMERCE  
Address: 5635 JILLSON ST  
City: COMMERCE  
Map Loc: 27 - about .1 mile E of the subject  
Status: CLSD - Case Closed
- 11) Site: EAST SIDE DEV /SAROJA OIL  
Address: 5706 E WASHINGTON BLVD  
City: COMMERCE  
Map Loc: 36 - about .2 mile E of the subject  
Status: CLSD - Case Closed
- 12) Site: EAST SIDE DEVELOPMENT  
Address: 5707 E WASHINGTON BLVD  
City: COMMERCE  
Map Loc: 37 - about .2 mile E of the subject  
Status: CLSD - Case Closed
- 13) Site: CERTIFIED GROCERS OF CALIFORNI  
Address: 5350 E SHEILA ST  
City: LOS ANGELES  
Map Loc: 42 - about .2 mile W of the subject  
Status: CLSD - Case Closed

---

**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

- 14) Site: LEND LEASE TRUCKS (FORMER)  
Address: 5733 E SHEILA ST  
City: COMMERCE  
Map Loc: 46 - about .2 mile SE of the subject  
Status: CLSD - Case Closed
- 15) Site: MCKESSON CHEMICAL  
Address: 5353 HILLSON ST  
City: CITY OF COMMERCE  
Map Loc: 51 - about .3 mile NW of the subject  
Status: CLSD - Case Closed
- 16) Site: SANTA FE RAIL ROAD  
Address: 2818 S EASTERN AVE  
City: COMMERCE  
Map Loc: 54 - about .3 mile S of the subject  
Status: CLSD - Case Closed
- 17) Site: PACER INTERNATIONAL  
Address: 5800 E SHEILA ST  
City: COMMERCE  
Map Loc: 64 - about .3 mile SE of the subject  
Status: CLSD - Case Closed
- Site: INTERSTATE CONSOLIDATION  
Address: 5800 E SHEILA ST  
City: COMMERCE  
Map Loc: 64 - about .3 mile SE of the subject  
Status: CLSD - Case Closed
- 18) Site: CALIFORNIA WATER SERVICE CO.  
Address: 5243 E SHEILA ST  
City: CITY OF COMMERCE  
Map Loc: 66 - about .4 mile W of the subject  
Status: CLSD - Case Closed
- 19) Site: EL RANCHO PLAZA  
Address: 2227 S ATLANTIC BLVD  
City: CITY OF COMMERCE  
Map Loc: 67 - about .4 mile NW of the subject  
Status: CLSD - Case Closed
- 20) Site: US POSTAL SERVICE BULK MAIL  
Address: 5555 BANDINI BLVD  
City: BELL  
Map Loc: 68 - about .4 mile SW of the subject  
Status: CLSD - Case Closed
- Site: US POSTAL SERVICE EAST GARAGE  
Address: 5555 BANDINI BLVD  
City: BELL  
Map Loc: 68 - about .4 mile SW of the subject  
Status: CLSD - Case Closed

---

**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

- 21) Site: CITY OF COMMERCE REFUSE  
Address: 5900 SHEILA ST  
City: COMMERCE  
Map Loc: 71 - about .4 mile SE of the subject  
Status: CLSD - Case Closed
- 22) Site: SOUTHLAND FEDERAL ENTERPRISE  
Address: 2445 N RALPH LIEBERMAN AVE  
City: COMMERCE  
Map Loc: 72 - about .4 mile W of the subject  
Status: REM - Remedial Action
- 23) Site: UNIROYAL FACILITY (FORMER)  
Address: 5675 TELEGRAPH RD  
City: CITY OF COMMERCE  
Map Loc: 75 - about .5 mile NE of the subject  
Status: CLSD - Case Closed
- Site: CITY OF COMMERCE - UNIROYAL (F  
Address: 5675 TELEGRAPH RD  
City: COMMERCE  
Map Loc: 75 - about .5 mile NE of the subject  
Status: NRA -
- 24) Site: FAST GAS  
Address: 2155 S ATLANTIC BLVD  
City: COMMERCE  
Map Loc: 76 - about .5 mile N of the subject  
Status: CLSD - Case Closed
- Site: G & M OIL CO #051  
Address: 2155 S ATLANTIC BLVD  
City: COMMERCE  
Map Loc: 76 - about .5 mile N of the subject  
Status: CLSD - Case Closed

---

**Phase I Environmental Site Assessment**  
**5556-5560 East Washington Boulevard, Commerce, California 90040**

releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

**Twenty-four (24) Leaking Underground Storage Tank (LUST) Sites** were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (F).

- 1) Site: 7-ELEVEN STORE #33459  
Address: 5536 E WASHINGTON BLVD  
City: COMMERCE  
Map Loc: 2 - about .0 mile NW of the subject  
Status: CLSD - Case Closed
- 2) Site: DAGHER SHELL #135487  
Address: 5533 E WASHINGTON BLVD  
City: COMMERCE  
Map Loc: 3 - about .0 mile NW of the subject  
Status: CLSD - Case Closed  
  
Site: SHELL #204-4531-4006  
Address: 5533 E WASHINGTON BLVD  
City: CITY OF COMMERCE  
Map Loc: 3 - about .0 mile NW of the subject  
Status: CLSD - Case Closed
- 3) Site: CERTIFIED GROCERS  
Address: 2601 S EASTERN AVE  
City: COMMERCE  
Map Loc: 4 - about .0 mile SW of the subject  
Status: CLSD - Case Closed  
  
Site: CERTIFIED GROCERS  
Address: 2601 S EASTERN AVE  
City: COMMERCE  
Map Loc: 4 - about .0 mile SW of the subject  
Status: CLSD - Case Closed
- 4) Site: OLD FIRE STATION #27  
Address: 5605 E SHEILA ST  
City: COMMERCE  
Map Loc: 6 - about .0 mile SE of the subject  
Status: - -
- 5) Site: CITY OF COMMERCE  
Address: 5555 JILLSON ST  
City: COMMERCE  
Map Loc: 7 - about .0 mile N of the subject  
Status: CLSD - Case Closed