Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Commerce Municipal Bus Lines Transit Maintenance Facility Project

Prepared for:

City of Commerce

City of Commerce Transportation Department (CEQA Lead Agency)
Claude McFerguson, Director of Transportation
5555 Jillson Street
Commerce, CA 90040
Telephone: 323-887-4419

Prepared by:

UltraSystems Environmental Inc.
16431 Scientific Way
Irvine, CA 92618-4355
Telephone: 949-788-4900
FAX: 949-788-4901
www.ultrasystems.com

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PROJECT INFORMATION SHEET

1. Project Title	City of Commerce Municipal Bus Lines Transit Maintenance Facility (TMF)
2. CEQA Lead Agency and Address	City of Commerce Transportation Department 5555 Jillson Street Commerce, CA 90040
3. Responsible Agency	City of Commerce Transportation Department 5555 Jillson Street Commerce, CA 90040
4. Contact and Phone Number	Claude McFerguson, Director of Transportation (328) 887-4419 ext. 2235 ClaudeM@ci.commerce.ca.us
5. Project Applicant	City of Commerce Transportation Department 5555 Jillson Street Commerce, CA 90040
6. Project Location	Permanent TMF Site: 5926 Sheila Street Commerce, CA 90040 Temporary TMF Site: 5733 Sheila Street Commerce, CA 90040
7. Assessor's Parcel Numbers	Permanent TMF Site: APNs 6334-025-911 and -912 Temporary TMF Site: APNs 6334-006-900 and -901
8. Project Site General Plan Designation(s)	Permanent TMF Site: Heavy Industrial Temporary TMF Site: Commercial Manufacturing
9. Project Site Zoning Designation(s)	Permanent TMF Site: Public Facility (PF) and Heavy Industrial (M2) Temporary TMF Site: Commercial Manufacturing (C1)

10. Surrounding Land Uses and Setting	Permanent TMF Site: Land uses surrounding the project site include commercial, residential and Heavy Industrial. Mixed commercial and industrial land uses are located to the north. Heavy industrial land uses are located to the east and west. To the south is a railroad. Temporary TMF Site: To the south are industrial land uses opposite Sheila Street; a church and commercial use to the west opposite Senta Avenue; industrial uses to the north opposite Washington Boulevard; and commercial use to the east opposite Elkgrove Avenue.
11. Description of Project	The City of Commerce Municipal Bus Lines Transit Maintenance Facility (TMF) project proposes the demolition of existing structures and construction of a new maintenance facility. The proposed permanent TMF would be located on an approximately 6.51-acre site at 5926 Sheila Street, in the downtown area of the City of Commerce, CA, and has been previously developed. The permanent TMF site borders other commercial and industrial land uses. The proposed permanent TMF would consist of an approximately 16,500 square-foot maintenance building and a 20,000 square-foot office/warehouse building. The proposed project would also include surface parking, a paved area for fleet vehicles, and landscaping. The proposed temporary TMF would be located on a 2.65-acre site at 5733 Sheila Street, approximately 670 feet north of the proposed project site. Existing maintenance buildings on the site would be demolished. The temporary TMF would consist of portable buildings and cargo containers that would be removed after the proposed permanent TMF opens.
12. Selected Agencies whose Approval is Required	South Coast Air Quality Management District (permit to construct)
13. Have California Native American tribes traditionally and culturally	Letters were sent by the City of Commerce Transportation Department (the Lead Agency) to

affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	local Native American tribes asking if they wished to participate in AB 52 consultation concerning the proposed. The letters were sent on December 15, 2020 by certified mail.
14. Other Public Agencies whose Approval is Required	City of Commerce Building & Safety Division City of Commerce Fire Department City of Commerce Public Works Department

TABLE OF CONTENTS

Project Information Sheet ..... **i**

Acronyms and Abbreviations ..... **viii**

1.0 Introduction **1-1**
1.1 Proposed Project 1-1
1.2 Lead Agencies – Environmental Review Implementation 1-1
1.3 CEQA Overview 1-1
1.4 Purpose of Initial Study 1-2
1.5 Review and Comment by Other Agencies 1-3
1.6 Impact Terminology 1-4
1.7 Organization of Initial Study 1-4
1.8 Findings from the Initial Study 1-5

2.0 Environmental Setting **2-1**
2.1 Project Location 2-1
2.2 Project Setting 2-1
2.3 Existing Characteristics of the Site 2-10

3.0 Project Description **3-1**
3.1 Project Background 3-1
3.2 Existing Transit System 3-1
3.3 Project Overview 3-2
3.4 Project Objectives 3-2
3.5 Existing Transit Maintenance Facility 3-4
3.6 Temporary Transit Maintenance Facility 3-4
3.7 Permanent Transit Maintenance Facility 3-4
3.8 Project Phasing 3-9
3.9 Construction Details 3-11
3.10 Discretionary Actions 3-13

4.0 Environmental Checklist **4-1**
4.1 Aesthetics 4.1-1
4.2 Agriculture and Forestry Resources 4.2-1
4.3 Air Quality 4.3-1
4.4 Biological Resources 4.4-1
4.5 Cultural Resources 4.5-1
4.6 Energy 4.6-1
4.7 Geology and Soils 4.7-1
4.8 Greenhouse Gas Emissions 4.8-1
4.9 Hazards and Hazardous Materials 4.9-1
4.10 Hydrology and Water Quality 4.10-1
4.11 Land Use and Planning 4.11-1
4.12 Mineral Resources 4.12-1
4.13 Noise 4.13-1
4.14 Population and Housing 4.14-1
4.15 Public Services 4.15-1
4.16 Recreation 4.16-1

4.17 Transportation and Traffic 4.17-1
4.18 Tribal and Cultural Resources 4.18-1
4.19 Utilities and Service Systems 4.19-1
4.20 Wildfire 4.20-1
4.21 Mandatory Findings of Significance 4.21-1

5.0 References 5-1

6.0 List of Preparers 6-1
6.1 Lead Agency (CEQA) and Project Applicant 6-1
6.2 UltraSystems Environmental, Inc. 6-1
6.3 Citadel EHS 6-1
6.4 KOA Corporation 6-1
6.5 NOVA Services, Inc. 6-1
6.6 TRANS TECH 6-1

7.0 Mitigation Monitoring and Reporting Program 7-1

LIST OF FIGURES

Figure 2.1-1 - Project Vicinity 2-2
Figure 2.1-2 - Project Location 2-3
Figure 2.2-1 - Topographic Map 2-4
Figure 2.2-2a - Project Site Photographs, Permanent TMF Site 2-5
Figure 2.2-2b - Project site Photographs, Temporary TMF Site 2-6
Figure 2.2-2c - Project Site Photographs, Existing TMF Site 2-7
Figure 2.2-3 - General Plan Land Use Designation 2-8
Figure 2.2-4 - Proposed Project Site Zoning Designation 2-9
Figure 3.6-1 - Temporary Transit Maintenance Facility Site Plan 3-5
Figure 3.7-1 – Permanent Transit Maintenance Facility Site Plan 3-6
Figure 3.8-1 - Example of Modular Container Shelters 3-10
Figure 4.3-1 - Sensitive Receptors 4.3-7
Figure 4.4-1 - CNDDB Known Occurrences – Plant Species 4.4-3
Figure 4.4-2 - CNDDB Known Occurrences - Wildlife Species 4.4-4
Figure 4.4-3 - USFWS Critical Habitat 4.4-13
Figure 4.4-4 - USFWS National Wetlands Inventory 4.4-15
Figure 4.4-5 - CDFW Wildlife Corridors 4.4-16
Figure 4.5-1 - Topographic Map With APE 4.5-2
Figure 4.7-1 - Regionally Active Faults 4.7-3
Figure 4.7-2 - Alquist - Priolo-Fault Zones 4.7-4
Figure 4.7-3 - Landslides and Liquefaction 4.7-6
Figure 4.9-1 - Cortese List Sites 4.9-5
Figure 4.10-1 - FEMA FIRM Map Panel 4.10-8
Figure 4.11-1 - Proposed Project Site Current General Plan Land Use Designation 4.11-3
Figure 4.11-2 - Proposed Project Site Zoning Designation 4.11-5
Figure 4.13-1 - Sensitive Receivers Near the Existing TMF Site 4.13-3
Figure 4.13-2 - Sensitive Receivers Near the Project Area 4.13-4
Figure 4.13-3 - Noise Monitoring Locations 4.13-7
Figure 4.15-1 - Nearby Parks and Recreational Facilities 4.15-4

Figure 4.20-1 - Fire Hazard Severity Zone - State Responsibility Area....4.20-2
Figure 4.20-2 - Fire Hazard Severity Zone - Local Responsibility Area....4.20-3

LIST OF TABLES

Table 3.3-1 - Project Summary....3-3
Table 3.9-1 - Preliminary Project Schedule....3-12
Table 3.10-1 - Permits and Approvals....3-13
Table 4.3-1 - Federal and State Attainment Status....4.3-2
Table 4.3-2 - Ambient Air Quality Monitoring Data....4.3-5
Table 4.3-3 - SCAQMD Thresholds of Significance....4.3-9
Table 4.3-4 - Project Phases Assumed for Emission Calculations....4.3-9
Table 4.3-5 - Emission Sources Analyzed....4.3-10
Table 4.3-6 - Numbers of Vehicles and Employees for Operating Phases....4.3-11
Table 4.3-7 - Maximum Daily Regional Construction Emissions....4.3-12
Table 4.3-8 - Maximum Daily Project Operational Emissions (Baseline)....4.3-13
Table 4.3-9 - Maximum Daily Project Operational Emissions (Temporary TMF)....4.3-13
Table 4.3-10 - Maximum Daily Project Operational Emissions(Permanent TMF)....4.3-14
Table 4.3-10 - Results of Localized Significance Analysis for the Temporary TMF....4.3-15
Table 4.3-11 - Results of Localized Significance Analysis for the Permanent TMF....4.3-15
Table 4.4-1 - Special-Status Plant Species Recorded Within the BSA....4.4-5
Table 4.4-2 - Special-Status Wildlife Species Recorded Within the BSA....4.4-6
Table 4.6-1 - Estimated Project Operational Energy Usage....4.6-3
Table 4.6-2 - Estimated Project Operational Energy Usage....4.6-3
Table 4.8-1 - Project Construction-Related GHG Emissions....4.8-7
Table 4.8-2 - Project Operational GHG Emissions (Baseline)....4.8-8
Table 4.8-3 - Project Operational GHG Emissions (Temporary TMF)....4.8-8
Table 4.8-4 - Project Operational GHG Emissions (Permanent TMF)....4.8-8
Table 4.10-1 - Section 303(D) Listed Pollutants, Reach 2, Los Angeles River....4.10-2
Table 4.10-2 - Construction Best Management Practices....4.10-4
Table 4.10-3 - California Water Service Company East Los Angeles District Forecast Water Supplies and Demands, 2020-2040....4.10-5
Table 4.11-1 - Project Compliance with City of Commerce General Plan Policies Regarding Land Use Developments....4.11-2
Table 4.13-1 - Sensitive Receivers Near the Jillson TMF Site....4.13-2
Table 4.13-2 - Sensitive Near the Temporary TMF Site....4.13-5
Table 4.13-3 - Sensitive Receivers Near the Permanent TMF Site....4.13-5
Table 4.13-4 - Measured Ambient Noise Levels....4.13-6
Table 4.13-5 - Land Use Compatibility for Community Noise Sources....4.13-8
Table 4.13-6 - City of Commerce Noise Standards....4.13-10
Table 4.13-7 City of Commerce Permitted Increase in Allowed Noise Levels....4.13-10
Table 4.13-8 - City of Commerce Permitted Increases in Allowed Interior Noise Levels....4.13-11
Table 4.13-9 - City of Commerce Continuous Sound Levels (Measured at 50 Feet)....4.13-11
Table 4.13-10 - City of Commerce Impulsive Sound Levels (Measured at 50 Feet)....4.13-11
Table 4.13-11 - Construction Equipment Noise Characteristics....4.13-13
Table 4.13-12 - Estimated One-Hour Construction Noise Exposures at Nearest Sensitive Receivers....4.13-15
Table 4.13-13 - Estimated One-Hour Construction Noise Exposures at Nearest Sensitive Receivers(Temporary TMF Site)....4.13-16

Table 4.13-14 - Estimated One-Hour Construction Noise Exposures at Nearest Sensitive Receivers (Permanent TMF Site) 4.13-17
Table 4.13-15 - Estimated One-Hour Construction Noise Exposures at Nearest Sensitive Receivers (Permanent TMF Site) 4.13-19
Table 4.13-16 - Vibration Levels of Typical Construction Equipment 4.13-22
Table 4.14-1 - City of Commerce Demographic Forecast 4.14-1
Table 4.17-1 - Daily Vehicle Miles Traveled (VMT), Baseline and Future Project Scenarios 4.17-4
Table 4.17-2 - VMT Per Employee, Existing and Future 4.17-4
Table 4.19-6 - Landfills Serving the City of Commerce 4.19-4

APPENDICES

Appendix A Project Plans
Appendix B Air Quality and Greenhouse Gas Emissions Technical Report
Appendix C Phase I Cultural Resources Inventory
Appendix D Geotechnical Investigation
Appendix E Paleontological Records Search
Appendix F Phase I Environmental Site Assessment
Appendix G Noise Technical Report
Appendix H Transportation Assessment

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
AAQS	Ambient Air Quality Standard
ADT	average daily traffic
AF	acre-feet
afy	acre-feet per year
ANSI	American National Standards Institute
APE	area of potential effect
AQMP	Air Quality Management Plan
AQP(s)	air quality plan(s)
BAU	business as usual
bgs	below ground surface
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe Railway Company
b.p.	before present
BPP	Bicycle and Pedestrian Plan
BPS	Best Performance Standards
BSA	Biological Survey Area
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAP	Climate Change Action Plan
CDFW	California
CE	Categorical Exclusion
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC(s)	chlorofluorocarbon(s)
CH_4	methane
CHRIS	California Historic Resources Inventory System
City	City of Commerce
CMBL	Commerce Municipal Bus Lines
CNG	Compressed Natural Gas
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	Carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPL	Commerce Public Library
CREF	Commerce Refuse to Energy Facility

Acronym/Abbreviation	Term
CRHR	California Register of Historic Places
CRPR	California Rare Plant Rank
CTD	Commerce Transportation Department
CWSC	California Water Service Company
DAR	Dial-a-ride
dB	decibel
dBA	A-weighted decibel scale
DHS	California Department of Health Services
DOC	California Department of Conservation
DPM	diesel particulate matter
DWR	Department of Water Resources
EA	Environmental Assessment
EI	Emission Inventory
EIR	Environmental Impact Report
ELAD	East Los Angeles District
°F	degrees Fahrenheit
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
FRAP	CAL FIRE Fire Resource and Assessment Program
FTA	Federal Transit Administration
GBMP	Groundwater Basins Master Plan
GHG	greenhouse gas
GIS	Graphic Information System
GPD	gallons per day
GWP	global warming potential
gpcpd	gallons per capita per day
H_2S	hydrogen sulfide
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HHWE	Household Hazardous Waste Element
HU	Hydrologic Unit
Hz	hertz
IPaC	Information, Planning and Conservation
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
ISR	Indirect Source Review
ITE	Institute of Transportation Engineers
IWMP	Integrated Waste Management Plan
JWPCP	Joint Water Pollution Control Plant
kV	kilo-volt
L_{90}	noise level that is exceeded 90% of the time ...
LACFD	The Los Angeles County Fire Department
LACSD	The Los Angeles County Sanitation Districts
LACPW	Los Angeles County Public Works

Acronym/Abbreviation	Term
LADOT	Los Angeles County Department of Transportation
LARWQCB	Los Angeles Regional Water Quality Control Board
LASD	The Los Angeles County Sheriff's Department
LID	Low Impact Development
L_{eq}	equivalent noise level
L_{dn}	day-night average noise
L_{max}	root mean square maximum noise level
LOS	Level of Service
LRA	local responsibility area
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MCMs	Minimum Control Measures
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
$\mu g/m^3$	micrograms per cubic meter
MLD	Most Likely Descendant
MM(s)	mitigation measure(s)
MMI	Modified Mercalli Intensity
MMRP	Mitigation, Monitoring and Reporting Program
MMTCO2e	million metric tons of CO2e
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
$MtCO_2e$	million tonnes of carbon dioxide equivalent
M2	Heavy Industrial land use designation
NCCP	Natural Communities Conservation Plan
NO	nitric oxide
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NOI	Notice of Intent
NO_x	Nitrogen oxides
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
PF	Public Faclities
PFCs	perfluorocarbons
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	respirable particulate matter
ppm	parts per million
PPV	peak particle velocity

Acronym/Abbreviation	Term
PWD	Public Works Department
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMS	root mean square
ROG	Reactive organic gases
RPS	Renewables Portfolio Standard
RTDM	Regional Travel Demand Model
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	Southern Central Coastal Information Center
SCE	Southern California Edison
SEL	Sound Exposure Level
SF_6	sulfur hexafluoride
SLF	Sacred Lands File
SMP	soil management plan
SO_x	sulfur oxide
SO_2	sulfur dioxide
SO_4	sulfate
SoCalGas	Southern California Gas Company
SR	State Route
SRAs	state responsibility areas
SRAs	source receptor areas
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	California State Water Resources Control Board
TAC(s)	Toxic Air Contaminant(s)
TAZ	Transportation Analysis Zones
tCO_2e	tonnes of carbon dioxide equivalent
TCRs	tribal cultural resources
TDM	Transportation Demand Management Plan
TIA	Traffic Impact Assessment
TMF	Transit Maintenance Facility
TMDL	Total Maximum Daily Load
tonne(s)	metric ton(s)
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled
VOC(s)	volatile organic compound(s)

1.0 INTRODUCTION

1.1 Proposed Project

The City of Commerce is processing a request to implement a series of discretionary actions that would allow for the development of the City of Commerce Transit Maintenance Facility (TMF) (hereby referred to as the "proposed project" or "project"). The City's existing TMF is at 5555 Jillson Street, just west of Commerce City Hall. The proposed project consists of first developing a temporary TMF at 5733 Sheila Street in the City of Commerce; then developing a permanent TMF at 5926 Sheila Street, also in the City of Commerce. After the permanent TMF is completed and opened, the temporary TMF would be closed and removed.

This Initial Study/Mitigated Negative Declaration (IS/MND) examines all elements and potential environmental impacts, in accordance with the California Environmental Quality Act (CEQA), regarding the development of a temporary TMF and a permanent TMF, including construction and operation of the two TMFs.

1.1.1 Project Components

The proposed project includes the construction and operation of a temporary TMF at 5733 Sheila Street. Development of the temporary TMF would involve demolition of two existing metal buildings on that site. The temporary TMF would consist of portable buildings and cargo containers that would be removed after the proposed permanent TMF opens.

Development of the permanent TMF would involve demolition of the Commerce Refuse to Energy Facility, which closed permanently in 2018. The proposed project would consist of an approximately 16,500-square-foot Maintenance Building and 20,000 square-foot Office/Warehouse Building, and surface parking. The new facilities would be for the existing and future operations of the City of Commerce Transportation District (CTD) and the City of Commerce Public Works Department (PWD). The proposed permanent TMF includes surface parking for the City fleet and employee and visitor parking spaces. Refer to **Section 3.0**, Project Description, of this document for additional details.

1.2 Lead Agencies – Environmental Review Implementation

The City of Commerce Transportation Department is the Lead Agency under CEQA for the proposed project. Pursuant to CEQA and its implementing regulations[1], the Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo environmental review under CEQA. A "Project" is defined in CEQA Guidelines § 15378 as the whole of the action having the

1 Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.
- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency making a determination as to whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any further. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

2 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

3 The mitigation measure must be "roughly proportional" to the impacts of the Project.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR, or other process, can be used to analyze adverse environmental effects of the project.
- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the Project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue a ND, and no mitigation measures would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that mitigation measures would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare a MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the Project, such as permit issuance or plan approval authority.
- A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.
- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project when the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

4 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, that would be adopted by the lead agency.
- An impact is considered potentially significant if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This IS/MND is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

- **Section 1.0 - Introduction**, which identifies the purpose and scope of the IS/MND.
- **Section 2.0 - Environmental Setting**, which describes location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surrounding area.
- **Section 3.0 - Project Description**, which provides an overview of the project, a description of the proposed development, project phasing during construction, and discretionary actions for the approval of the project.
- **Section 4.0 - Environmental Checklist**, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes mitigation measures, where needed, to render potential environmental impacts less than significant, where feasible.
- **Section 5.0 - References**, which includes a list of documents cited in the IS/MND.
- **Section 6.0 - List of Preparers**, which identifies the primary authors and technical experts that prepared the Initial Study.
- **Section 7.0 – Mitigation, Monitoring, and Reporting Program (MMRP)**, which identifies mitigation measures and level of significance after mitigation.

Technical studies and other documents, which include supporting information or analyses used to prepare the IS/MND, are included in the following appendices:

- Appendix A Project Plans
- Appendix B Air Quality and Greenhouse Gas Emissions Technical Report
- Appendix C Phase I Cultural Resources Inventory
- Appendix D Geotechnical Investigation
- Appendix E Paleontological Records Search
- Appendix F Phase I Environmental Site Assessment
- Appendix G Noise Technical Report
- Appendix H Transportation Assessment

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

The project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on IS findings, the project would have a less than significant impact on the following environmental categories listed in **Appendix G** of the CEQA Guidelines when proposed mitigation measures are implemented.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The temporary and permanent TMF sites are in the City of Commerce in southeast Los Angeles County. Regional access to the sites is from the Interstate 5 (I-5) Freeway via Eastern Avenue or Washington Boulevard.

The temporary TMF site is at 5733 Sheila Street approximately 0.3 mile southwest of the I-5 Freeway and 0.2 mile east of Eastern Avenue. That site is on two parcels, Assessor's Parcel Numbers (APNs) 6334-006-900 and -901. Refer to **Figure 2.1-1**, which shows the project vicinity of the project sites; and **Figure 2.1-2** which shows the locations of the sites.

The permanent TMF site is at 5926 Sheila Street approximately 0.25 mile southwest of the I-5 Freeway and 0.3 mile east of Eastern Avenue. The site is located on two parcels, Assessor's Parcel Numbers (APNs) 6334-025-911 and -912. The APN 6334-025-911 is 6.10 acres and rectangular. APN -912, 0.41 acre, is part of a driveway connecting parcel -911 to Sheila Street. Refer to **Figures 2.1-1** and **2.1-2**.

2.2 Project Setting

2.2.1 Permanent TMF Site

The permanent TMF site is approximately 6.51 acres. Most of the site is developed with buildings and paved parking lots and driveways. The west part of the site is developed with the Commerce Refuse-to-Energy Facility (CREF), which closed permanently in 2018. The CREF opened in 1987; in 2018 it incinerated 360 tons per day of solid waste. A parking lot and a City of Commerce compressed natural gas/liquefied natural gas (CNG/LNG) fuel station are in the southeast part of the project site. The fuel station, consisting of one aboveground tank and two dispensers, is open 24 hours per day seven days per week. A small part of the south-central portion of the project site is developed with a Southern California Edison (SCE) electrical substation. The substation is currently being removed; the removal is not part of the proposed project. Several parts of the site are landscaped with ornamental vegetation. Refer to **Figure 2.2-1** which is a topographic map. Photographs of the existing project site are shown in **Figures 2.2-2a** through **2.2-2c**.

The project site is surrounded by the BNSF Citcom Yard to the south and by industrial uses: XPO Logistics to the west, Valley Plating Works and Extreme Logistics to the north and LK Packaging and 32 Cold (cold storage facility) to the east.

Land Use and Zoning

The General Plan land use designation for the project site is Industrial (City of Commerce, 2009); and the zoning district for CREF site is PF (Public Facility), and the zoning district for the balance of the project site is M2 (Heavy Industrial) (City of Commerce, 2015), as shown in **Figures 2.2-3** and **2.2-4**.

Figure 2.1-1
PROJECT VICINITY

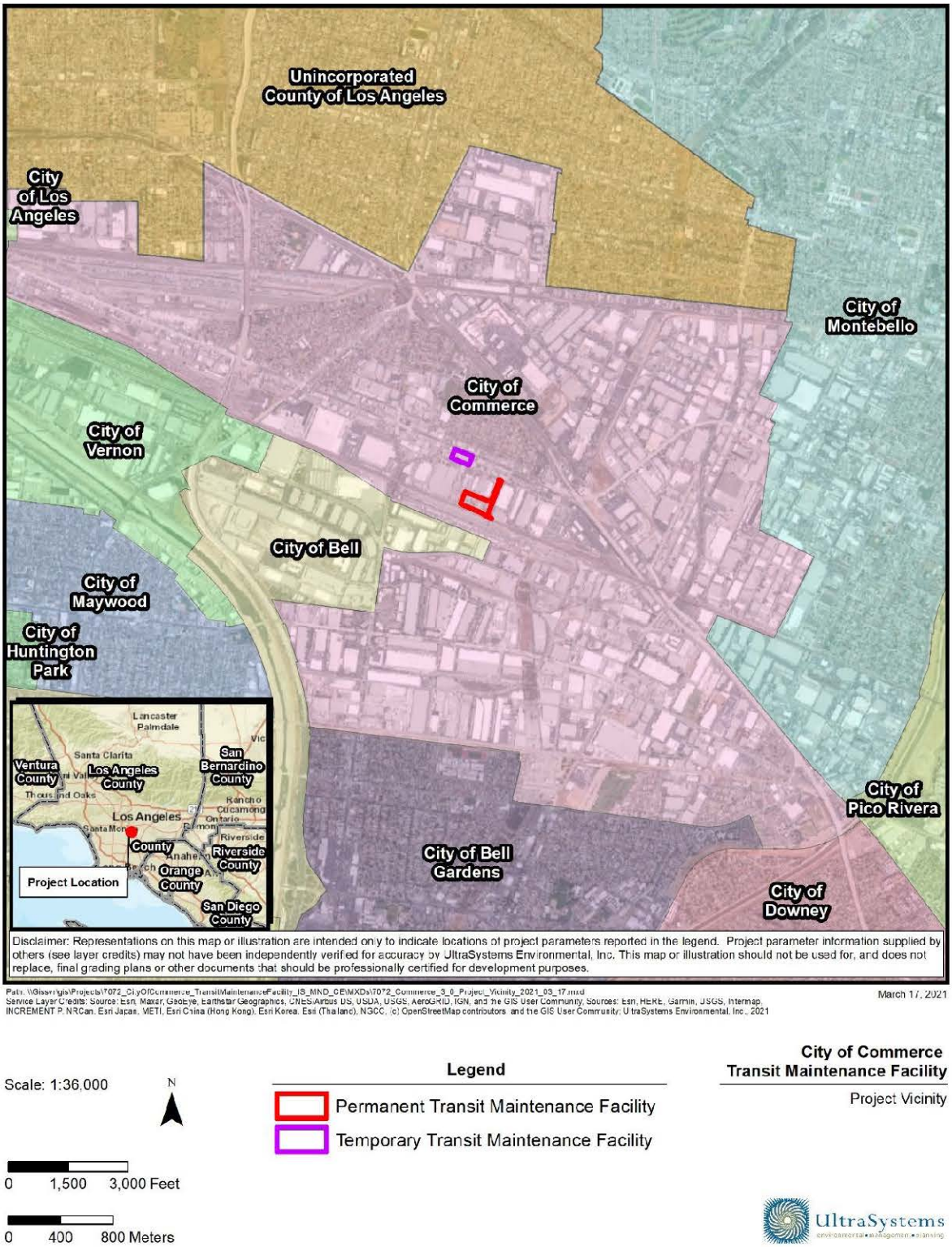


Figure 2.1-2
PROJECT LOCATION

Figure 2.2-1
TOPOGRAPHIC MAP

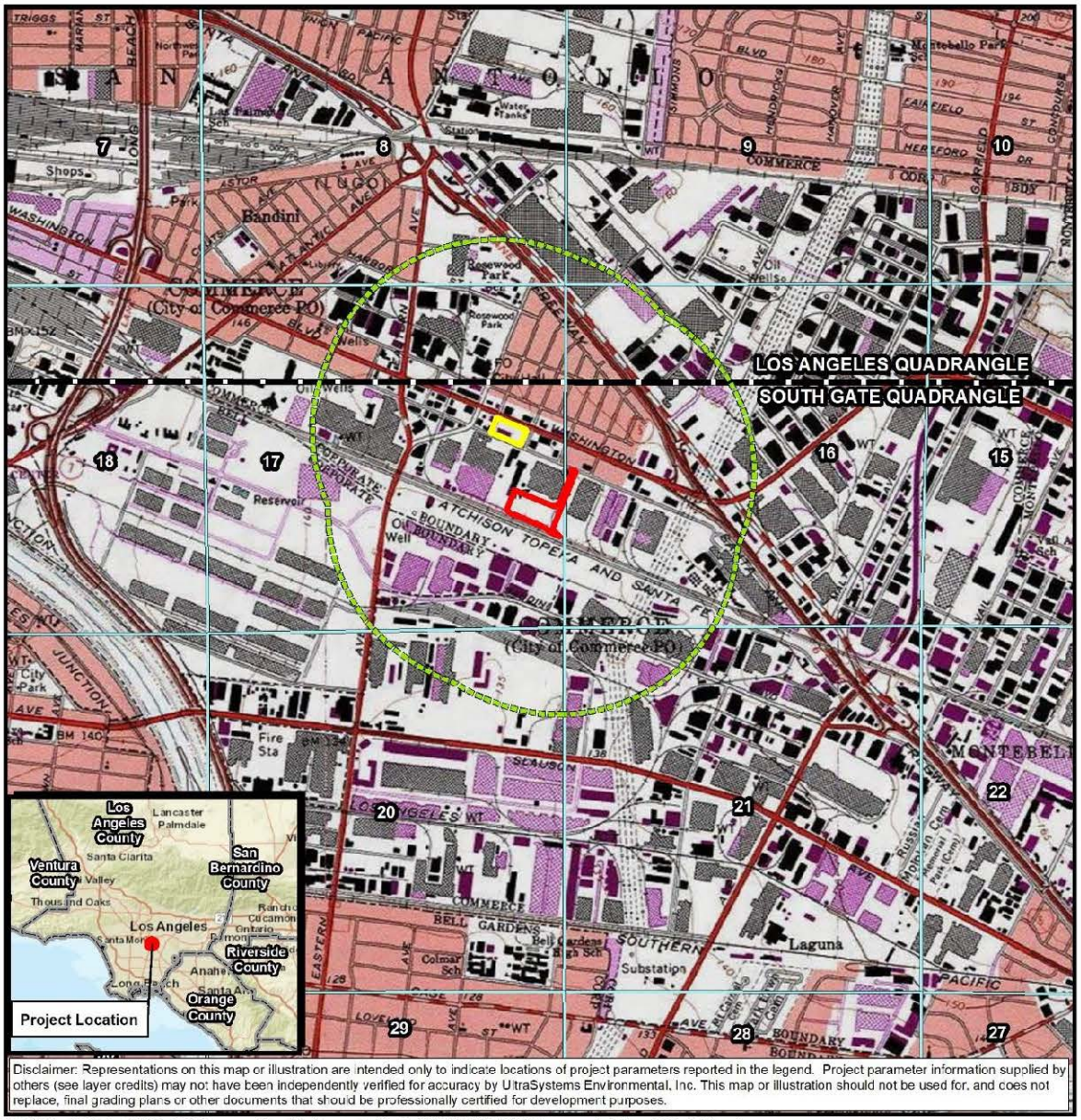


Figure 2.2-2a
PROJECT SITE PHOTOGRAPHS, PERMANENT TMF SITE

Permanent TMF Site

Photo 1: View looking west showing the closed CREF facility on the left and the SCE substation on the right.

Photo 2: View facing south on project site driveway showing CNG tank at center and the closed CREF facility at right.

Photo 3: View looking west showing the closed CREF building to the right and the BNSF rail yard offsite to the south on the left.

Photo 4: View looking west of the CNG fueling station in the east part of the project site; part of the closed CREF facility is in the background.

Figure 2.2-2b
PROJECT SITE PHOTOGRAPHS, TEMPORARY TMF SITE

Temporary TMF Site

Photo 5: View looking west of one of the vacant metal buildings on the temporary TMF site

Photo 6: View looking west of the temporary TMF site; vacant metal buildings are on the left.

Photo 7: View looking northeast of surface parking and parked truck trailers on the temporary TMF site.

Photo 8: View looking northwest showing truck wash building and parked truck trailers in the background.

Figure 2.2-2c
PROJECT SITE PHOTOGRAPHS, EXISTING TMF SITE

Existing TMF

PHOTO 9: View looking northeast of the provisor (warehouse) building on the existing TMF site

PHOTO10: View looking northwest of the provisor (warehouse) building on the existing TMF site

PHOTO 11: View looking northwest of the maintenance building at the existing TMF

Photo 12: View looking north of the maintenance building at the existing TMF

Figure 2.2-3
GENERAL PLAN LAND USE DESIGNATION

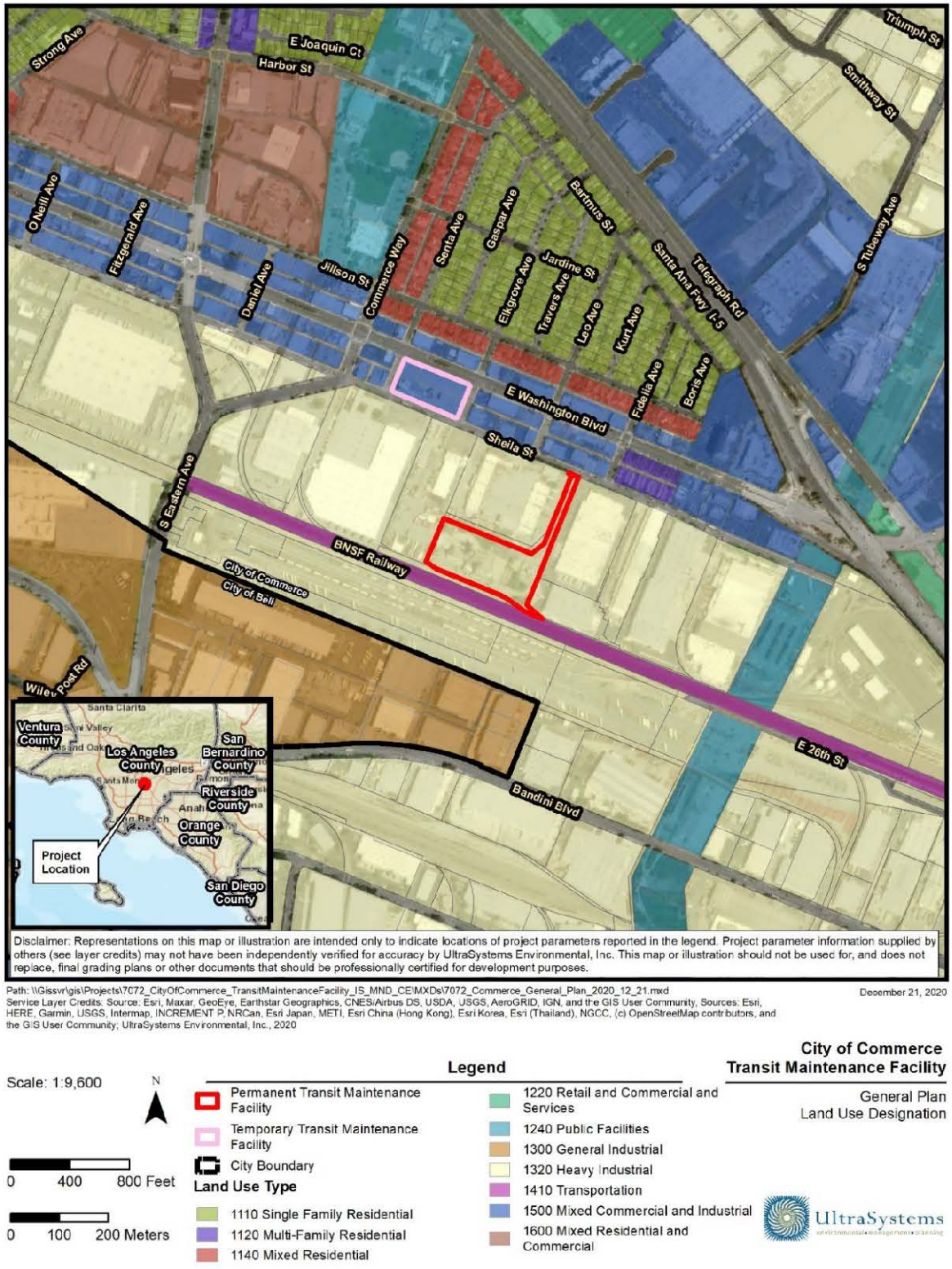
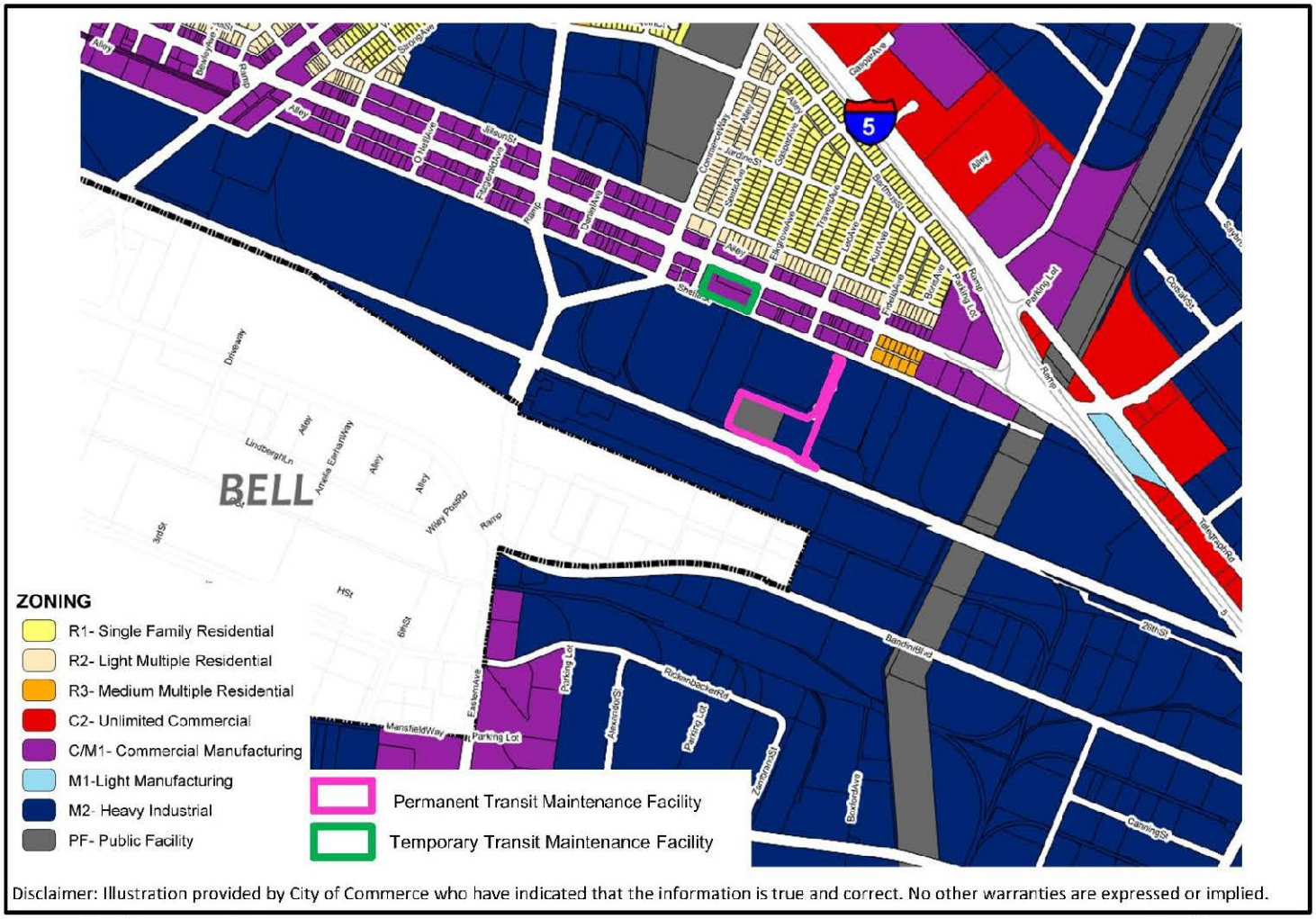


Figure 2.2-4
PROPOSED PROJECT SITE ZONING DESIGNATION



2.2.2 Temporary Facility Site

The City is proposing to establish a temporary TMF during construction of the proposed permanent TMF. The temporary TMF site is approximately 2.65 acres located at the southwest corner of Elkgrove Avenue and Washington Boulevard approximately 670 feet north and opposite Sheila Street from the proposed project site. The temporary TMF site is developed with two vacant metal structures (one maintenance/storage/office building and one vehicle wash. The balance of the site is surface parking. The temporary TMF site is surrounded by industrial uses. There are about 80 containers from FEDEX with no trucks at the temporary TMF site. Approximately100 trucks are parked at the permanent TMF site.

Land Use and Zoning

The General Plan land use designation for the temporary TMF site is Commercial Manufacturing, and the zoning district for the site is C/M1- Commercial Manufacturing (City of Commerce, 2009 and City of Commerce, 2015).

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), a 10,743-square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties (SCAQMD, 2010). A persistent high-pressure area that commonly resides over the eastern Pacific Ocean largely dominates regional weather. The distinctive climate of this area is determined primarily by its terrain and geographic location. Local climate is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. Ozone and pollutant concentrations tend to be lower along the coast, where the constant onshore breeze disperses pollutants toward the inland valleys of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet national ambient air quality standards for ozone and fine particulate matter ($PM_{2.5}$) and is classified as a "nonattainment area" for those pollutants (South Coast Air Quality Management District, 1999 and 2017).

2.3.2 Geology and Soils

The project sites are in the Los Angeles Basin, a broad coastal plain. The sites are underlain by alluvial deposits consisting of soft clay, silt and loose to moderately dense sand and silty sand (CGS and USGS, 2016).

2.3.3 Hydrology

The project sites are over the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin, and within the Los Angeles Watershed. The nearest storm drains to the permanent TMF site are next to the south project site boundary bordering the BNSF Citcom Yard, and in Sheila Street. The nearest storm drain inlets to the temporary TMF site are in Sheila Street next to the south site boundary; and in Washington Boulevard approximately 240 feet to the northwest. All of those drains are owned and maintained by the Los Angeles County Flood Control District. The project sites and surroundings have a southwest slope of approximately 0.5 percent grade. Drainage from the project sites enters the aforementioned storm drains, which are part of a network of storm drains that discharges into the

Los Angeles River approximately 2.8 miles to the south. Drainage on the sites is through surface flow and a network of catch basins and reinforced concrete pipe storm drains.

2.3.4 Biology

The permanent TMF site is entirely developed with civic and utility uses including the closed CREF; the CNG/LNG fueling station; and an SCE facility. Parts of the site are developed with ornamental landscaping. The temporary TMF site is fully developed with vacant metal buildings and surface parking. No native habitat, and no habitat suitable for sensitive species, is on either of the sites

2.3.5 Public Services

The City is served by a full range of public services. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services to the City of Commerce including the project sites. The project site is in the service area of Station 50 at 2327 Saybrook Avenue in the City of Commerce, 1.4 miles by road northeast of the permanent TMF site. The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Commerce; the City is in the service area of LASD's East Los Angeles Station at 5019 East Third Street in the Community of East Los Angeles in unincorporated Los Angeles County.

2.3.6 Utilities

The California Water Service Company (CWSC) East Los Angeles District provides water to the City including the project sites. The Los Angeles County Sanitation Districts (LACSD) provides wastewater treatment to the City of Commerce including the project sites; the site is in LACSD District 2. The City of Commerce Department of Public Works maintains sewers in the City. Southern California Edison provides electricity to the City including the project sites, and the Southern California Gas Company provides natural gas. The Los Angeles County Flood Control District owns and maintains storm drains near the project site.

3.0 PROJECT DESCRIPTION

3.1 Project Background

The City of Commerce (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The project would be partly funded by the Federal Transit Administration (FTA). A Categorical Exclusion (CE) would also be required for environmental clearance under the National Environmental Policy Act (NEPA); the FTA would review and approve the CE.

The existing Commerce Municipal Bus Lines (CMBL) transit maintenance facility (TMF) is at 5555 Jillson Street in the City of Commerce. Approximately 202 vehicles, including 23 buses, in addition to landscape maintenance equipment, automobiles, light trucks and trailers, are maintained at the existing TMF. Operational employment at the existing TMF is approximately 50. The City of Commerce has outgrown its existing TMF. Additionally, the property where the existing TMF is located will be sold for redevelopment. Therefore, the City of Commerce needs to construct a temporary TMF from which to operate while the permanent TMF is being constructed.

The 6.51-acre permanent TMF project site is a flag lot with a main rectangular section approximately 595 feet south of Sheila Street. An extension of the east side of the project site northward stretches to Sheila Street and provides site access to and from Sheila Street. Most of the site is developed with buildings and paved parking lots and driveways. The west part of the site is developed with the Commerce Refuse-to-Energy Facility (CREF), which closed permanently in 2018. A parking lot and a City of Commerce compressed natural gas/liquefied natural gas (CNG/LNG) fuel station are in the southeast part of the project site. The fuel station is open 24 hours per day seven days per week. A small part of the south-central portion of the project site is developed with a Southern California Edison (SCE) substation that is in the process of being removed; the removal is not part of the proposed project. Several parts of the site are landscaped with ornamental vegetation. The site is approximately 0.25 mile southwest of the Interstate 5 (I-5) Freeway and 0.3 mile east of Eastern Avenue. The project site is surrounded by the BNSF Citcom Yard to the south and by industrial uses: XPO Logistics to the west; Valley Plating Works and Extreme Logistics to the north; and LK Packaging and 32 Cold (cold storage facility) to the east.

The City of Commerce, which spans approximately 6.5 square miles, is southeast of downtown Los Angeles; the Commerce City Hall is approximately 5.8 miles from the Los Angeles Civic Center. Approximately 71 percent of the City is designated for industrial and commercial land uses. Employment in the City in 2017, the latest year for which data are available, was 52,624 (US Census Bureau, 2020). The City's population in 2020 was estimated at 12,868 (CDF, 2020).

3.2 Existing Transit System

CMBL, which began operating in 1969, operates eight bus routes, seven within the City of Commerce and one extending from the City of Commerce to downtown Los Angeles. All seven routes within the City of Commerce are loop-shaped circulator routes. Transit bus route hours of service are Monday-Sunday 4:30 a.m. to 10:30 p.m. Annual systemwide ridership is approximately 800,622 or an average of 2,193 per day. The City also provides dial-a-ride (DAR) service Monday-Friday from 8:00 a.m. to 5:00 p.m.; annual ridership is approximately 40,000 or 110 per day.[5] City-recognized civic and service organizations provide recreational excursion trips on four City-owned buses; annual

5 As part of the City's Comprehensive Operational Analysis (COA) project, the City is evaluating the possibility of offering weekend service for DAR based on feedback received during its public outreach sessions.

ridership is approximately 50,000. The City's transit bus fleet consists of 11 35-foot heavy-duty CNG transit buses, six 40-foot heavy-duty CNG transit buses, six 40-foot heavy-duty diesel over-the-road coaches and 12 24-foot cutaway CNG paratransit vans.

Several other transit providers serve the City of Commerce: the Los Angeles County Metropolitan Transportation Authority (Metro), Montebello Municipal Bus Lines, and City of Los Angeles Department of Transportation (LADOT). The Metrolink (commuter railway) Commerce Station, on East 26th Street in the City of Commerce, is served by the Metrolink Orange County Line. Metro is planning to extend the Gold Line light rail line through the City of Commerce mainly via Atlantic Boulevard and Washington Boulevard. Completion of the line between the Community of East Los Angeles and the City of Whittier is tentatively scheduled for 2028 (Metro, 2020a; Metro, 2020b). The existing eastern Gold Line terminus is located at the intersection of Atlantic Boulevard and 3rd Street in the Community of East Los Angeles, approximately one mile north of the City of Commerce.

3.3 Project Overview

The proposed project has three main parts. The first part is developing the temporary TMF site at 5733 Shelia Street. The second part is moving equipment and aboveground storage tanks from the existing TMF at 5555 Jillson Street to the temporary TMF site and operating from there. The third part is development and operation of the permanent TMF on an approximately 6.51-acre site. Development of the permanent TMF would involve construction of a maintenance building approximately 16,500 square feet in area in the southwest part of the site; and an office and warehouse building approximately 20,000 square feet in building area in the south-central part of the site. The CNG/LNG station on the east part of the project site would remain. CNG-fueled buses would refuel at the CNG/LNG station. **Table 3.3-1** summarizes the proposed project features.

3.4 Project Objectives

The project would construct a new facility to house the existing and future operations of the City of Commerce - Transportation Department (CTD) and Public Works Department (PWD). The project applicant has identified the objectives listed below for the project. These objectives will aid decisionmakers in their review of the project and associated environmental impacts:

1. Develop and maintain the transportation system to support the economic and community development of the area while minimizing negative social and environmental impacts.

2. Maintain a transit infrastructure and facility in a state of good repair.

3. Ensure the new TMF can meet current operational demands and growth over the next 15-20 years.

4. Design a TMF that minimizes the exposure of people and the environment to harmful and/or nuisance levels of air, water, and noise pollution.

5. Develop and maintain a balanced transportation system which will allow for the safe, economical, and efficient movement of people and goods, while optimizing the financial resources of area communities.

Table 3.3-1
PROJECT SUMMARY

Existing Transit Maintenance Facility 5555 Jillson Street	Existing Uses/Features	Area (square feet)	No. of Stories
Existing Transit Maintenance Facility	The City's existing Transit Maintenance Facility (TMF) is operational. Approximately 202 vehicles, of which 23 are buses, are maintained.	Not Applicable	1
Equipment Removal	Five equipment lifts, two air compressors, nine above ground oil tanks will be removed and relocated to the temporary TMF site.	Not Applicable	Not Applicable
Temporary Transit Maintenance Facility 5733 Sheila Street	**Proposed Uses/Features**	**Area (square feet)**	**No. of Stories**
New Construction Bungalows	The project would install two 36-foot by 60-foot office bungalows.	4,320	1
New Construction Modular Containers	The project would install nineteen 40-foot modular containers and three 20-foot modular containers with canopy and frames.	23,820	2
New Construction Concrete Pour	The project will pour concrete suitable for maintenance garage repairs and heavy lifting.	58,750	Not Applicable
New Construction Restroom Trailer	The project would install one 20-foot restroom trailer.	200	1
New Construction	Water, gas and electricity hookups would be installed.	Not Applicable	Not Applicable
Demolition Maintenance Building	The project would demolish an existing vacant metal maintenance building.	10,275	1
Demolition Wash Building	The project would demolish an existing metal vehicle wash building	1,780	Not Applicable
Demolition Existing Pavement	The project would demolish existing pavement where new structures will be built or assembled.	58,750	Not Applicable
Permanent Transit Maintenance Facility 5926 Shelia Street	**Proposed Uses/Features**	**Area (Square Feet)**	**No. of Stories**
Existing CNG/LNG Station To remain on site	The CNG/LNG station on the east part of the project site would remain. CNG-fueled buses would refuel at the CNG/LNG station.	16,200	Not Applicable
New Construction Maintenance Building	Maintenance and repair of City vehicles; bus wash	16,500	1
New Construction Office/Warehouse Building	Office and Warehouse uses	20,000, of which up to 15,000 would be office use	2 to 3
Demolition CREF Facility	Commerce Refuse to Energy Facility (CREF)	Footprint about 1 acre	Not Applicable

Source: UltraSystems, 2020 based on project site plans dated April 2019 and a telephone conversation on November 17, 2020 between Margaret Partridge, AICP of UltraSystems and Greg Guzman, Fleet Maintenance Supervisor, City of Commerce.

3.5 Existing Transit Maintenance Facility

The existing TMF facility, at 5555 Jillson Street, consists of a maintenance building with a vehicle washing facility, a warehouse building, and a two-level parking structure. The facility is inadequate for maintaining the current City fleet. Equipment and aboveground oil tanks from the existing facility would be transferred to the temporary TMF.

3.6 Temporary Transit Maintenance Facility

The project would include construction and operation of a temporary TMF on a 2.65-acre site at the southwest corner of Elkgrove Avenue and Washington Boulevard, at 5733 Sheila Street, approximately 670 feet north of the proposed project site, while the proposed permanent TMF would be built. An existing vacant metal maintenance building and vehicle wash on that site would be demolished. The temporary TMF would consist of portable buildings and service bays formed from shipping containers, steel frames, and canvas. The portable buildings and service bay elements would be removed after opening of the proposed permanent TMF. Refer to **Figure 3.6-1,** which shows the proposed layout of the temporary TMF. This would be a full-service site serving 6 to 20 vehicles per day. The temporary transit maintenance facility would serve approximately 317 vehicles including 30 buses. There would be approximately 50 permanent employees at the temporary TMF site.

3.7 Permanent Transit Maintenance Facility

3.7.1 Existing Zoning and General Plan designations

The General Plan land use designation for the permanent TMF site is Heavy Industrial (City of Commerce, 2009). The zoning designation for the CREF site is PF (Public Facility), and the zoning designation for the balance of the project site is M2 (Heavy Industrial) (City of Commerce, 2015).

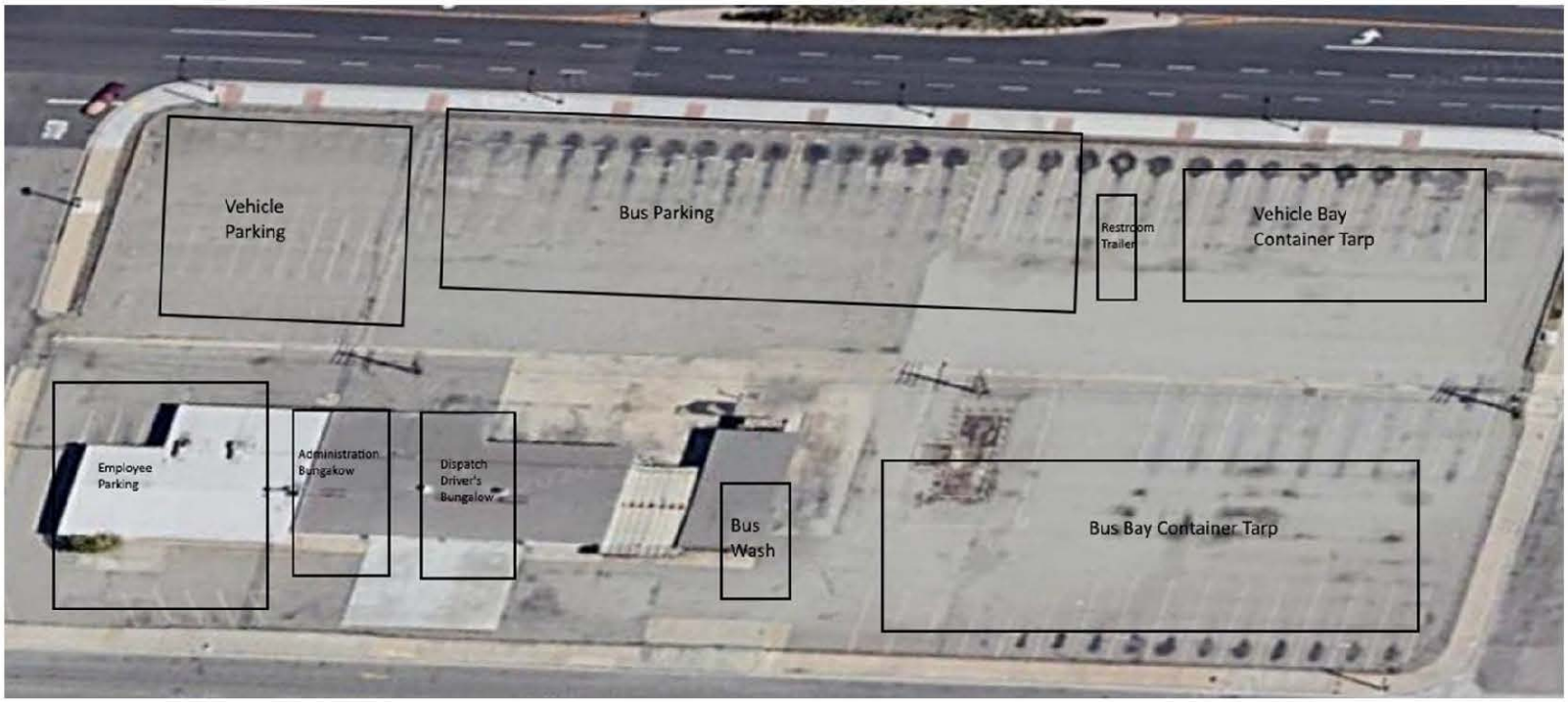
3.7.2 Demolition

The CREF would be demolished and the demolition debris removed from the project site. The SCE substation next to the east part of the project site is also being demolished; that demolition is not part of the proposed project.

3.7.3 New Construction

Figure 3.7-1 below depicts the proposed site plan for the permanent TMF. The proposed maintenance and office/warehouse buildings would both be in the southern part of the project site. The maintenance building would be approximately 16,500 square feet in area and would be one story. The office/warehouse building would have a footprint of approximately 10,000 square feet and would consist of two sections. A warehouse section, nominally half of the building footprint or approximately 5,000 square feet, would be approximately the height of a high cube warehouse (35 to 40 feet) and would be one story. The balance of the building footprint would consist of an office section which could be two or three stories, and is assumed here to be three stories for a conservative analysis. The total building area of the office/warehouse building is thus assumed to be approximately 20,000 square feet (5,000 warehouse plus 15,000 office). The balance of the site would be developed with surface parking, a paved clear area north of the maintenance building for fleet vehicles entering and exiting the building, and landscaping. It is estimated that there would be up to 30 construction workers for the permanent TMF site.

Figure 3.6-1
TEMPORARY TRANSIT MAINTENANCE FACILITY SITE PLAN



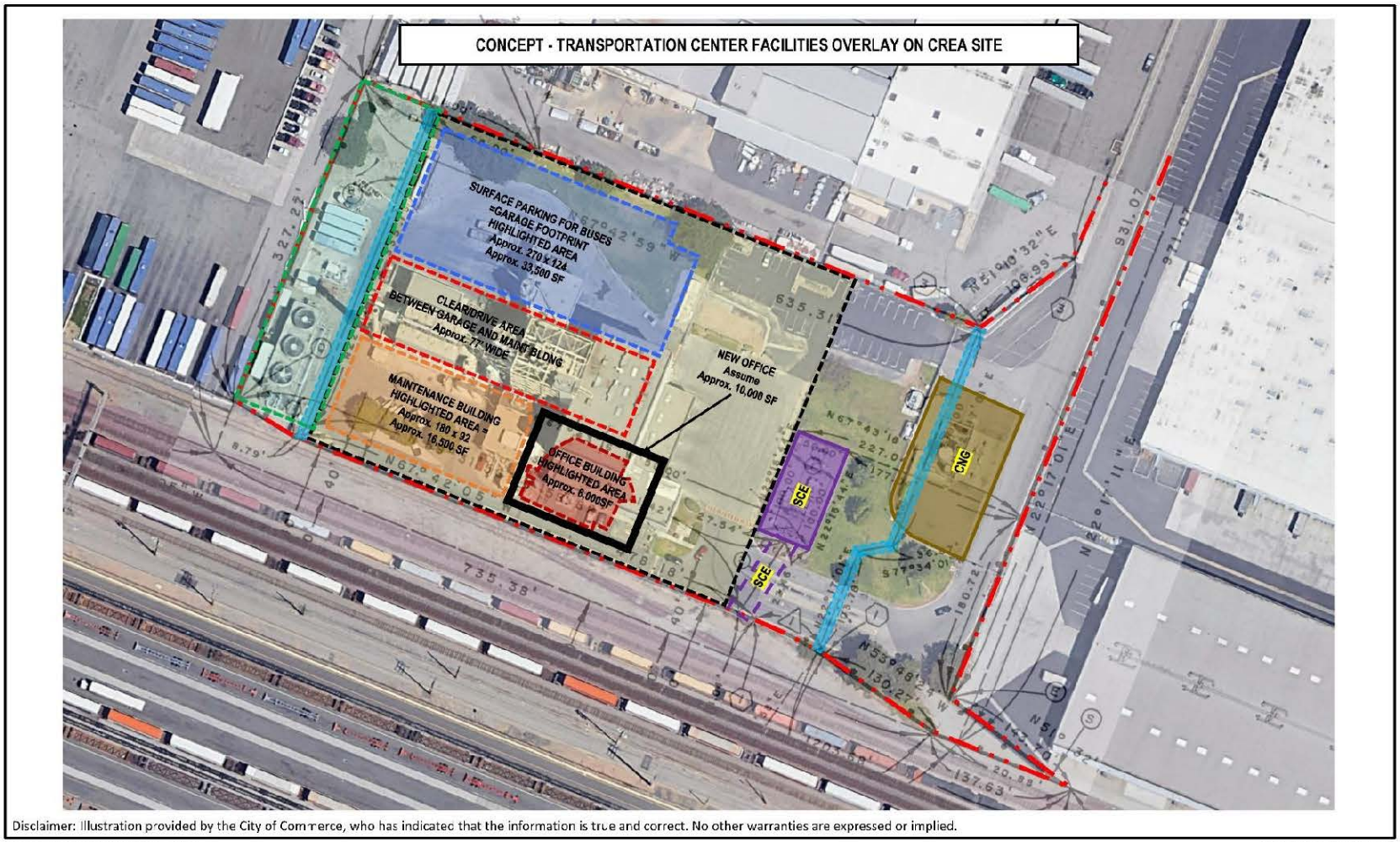
Disclaimer: Illustration provided by the La Cañada Design Group, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: City of Commerce, 2020.

UltraSystems

City of Commerce
Transit Maintenance Facility
Temporary TMF Site Plan

Figure 3.7-1
PERMANENT TRANSIT MAINTANENCE FACILITY SITE PLAN



Source: City of Commerce, 2020.

UltraSystems

City of Commerce
Transit Maintenance Facility
Permanent TMF Site Plan

3.7.4 Employees

The Transportation Department has a staff of 50. Approximately 15 new employees would be added to the permanent TMF site (compared to existing conditions) to accommodate the expansion, for a total of approximately 65 permanent employees, including six management and supervisory staff, three dispatchers, seven mechanics, and 10 service workers. The balance of the Department staff consists of bus drivers who would be onsite briefly during the beginnings and ends of their shifts.

3.7.5 Hours of Operation

Hours of operation for the maintenance facility would be from 4:30 a.m. to 10:00 p.m., seven days per week.

3.7.6 City Vehicle Fleet

The permanent TMF would service 345 vehicles, including 40 buses, and landscape maintenance equipment, automobiles, light trucks and trailers.

3.7.7 Site Access and Parking

Site Access

Access to and from the project site would continue to be from Sheila Street at the north end of the site.

Parking

The project would provide surface parking for the entire proposed City fleet of 345 vehicles in addition to surface parking for employees and visitors; employee and visitor parking would include approximately 25 electric vehicle charging stations. Parking on the permanent TMF site would include space for 40 Buses, in addition to trucks and equipment consisting of trailers, lawn mowers, golf carts, etc.

3.7.8 Landscaping

The landscaping plan has not yet been developed. However, the proposed project would comply with all applicable City of Commerce regulations regarding landscaping, including, but not limited to, Municipal Code § 19.24, *Water-Efficient Landscaping Regulations*.

3.7.9 Exterior Lighting

The specifics of the exterior lighting are unknown at this time. No outdoor flood lighting for nighttime outdoor work is planned. Exterior lighting would comply with the City of Commerce Zoning Ordinance § 17.50.140, which sets forth the following requirements:

- Exterior lighting would be located to minimize light trespass across property boundaries or skyward.
- All outdoor fixture lighting would be fully shielded and focused to minimize light trespass and glare.

- Outdoor lighting fixtures would be turned off after close-of-business unless needed for safety or security, in which case the lighting would be activated by motion sensor devices.

3.7.10 Vehicle Charging

It is anticipated that the proposed project would include approximately 25 plug-in chargers for employee and visitor electric vehicles in the public parking area.

3.7.11 Perimeter Fencing and Exterior Walls

The type of perimeter fencing and exterior walls is unknown at this time. However, it is anticipated that fencing would be used around the perimeter of the project site.

3.7.12 Utilities

Upon review of existing utilities and anticipated utilities in the new buildings, a utility plan will be developed in consultation with the project's utility consultant and the local service providers for wet and dry utilities.

Water

Water to the project site is currently provided by the City of Commerce Water Department (SWRCB, 2020).

Dry Utilities

Electricity is provided to the project site by Southern California Edison (OES, 2020). Natural gas is provided to the project site by Southern California Gas Company (SoCalGas) (CEC, 2020). Offsite mainline electrical or natural gas improvements may be necessary within the street right-of-way to accommodate the project.

Stormwater

Some offsite storm drain improvements may be necessary within the street right-of-way to accommodate the project. The location and details regarding storm drain improvements would be determined during the design phase. Development projects in the City of Commerce must comply with the Low-Impact Development Standards Manual issued by the County of Los Angeles Department of Public Works in 2014.

3.7.13 CNG/LNG Fueling Facility Expansion

An expansion of the existing CNG/LNG fueling facility, consisting of addition of one aboveground storage tank, is planned; the expansion would not be part of the proposed project. The City would use liquid hydrogen and CNG as fuels for the City buses.

Offsite Improvements

Connections to water and power utilities will be necessary.

3.8 Project Phasing

The Project would consist of the following phases:

3.8.1 Phase I –Temporary TMF Construction

Phase I would consist of demolition of all of the existing structures at the temporary TMF site. This phase also involves site preparation and construction of the structures for the temporary TMF, including transporting the modular containers to the project site and erecting them. Pairs of modular containers would be stacked lengthwise to create 40-foot-high walls, then a frame would be constructed to form an arch between parallel container stacks. A heavy-duty canvas would be put over the frame to create a shelter for shop/maintenance work (see **Figure 3.8-1** for an example). Four walls would be created, with three shop/maintenance bays. Each tarp would be approximately 180 feet by 90 feet. Smaller versions of the shelters (at 40 feet in length and 20 feet in length) would be constructed for vans and passenger cars. Additionally, 30- by 60-foot pre-constructed bungalows would be delivered to the project site and used for construction, dispatch/office, drivers' assignment room and for administration. Temporary TMF construction is estimated to generate about 23 temporary jobs.

3.8.2 Phase II – Transfer of Equipment and Aboveground Storage Tanks from Existing TMF Facility to Proposed Temporary TMF Facility and Operation of Temporary TMF Facility

Phase II would consist of removing equipment from the existing TMF and transferring it to the temporary TMF. This equipment includes two bus parallelogram lifts, one four post vehicle lift, and two vehicle scissor lifts. The lifts will be un-bolted and removed. All existing air compressors and hose reels, product dispensers and tables, tire changers, pressure washers, parts washers, wheel balancer, mobile columns, benches, and staff tool boxes also would be transferred. Additionally, nine aboveground oil storage tanks (one waste oil tank and eight bulk product tanks) would be removed and transferred.

Figure 3.8-1
EXAMPLE OF MODULAR CONTAINER SHELTERS

Disclaimer: Illustration provided by the City of Commerce, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: City of Commerce, 2020.

UltraSystems

City of Commerce
Transit Maintenance Facility
Example of Modular Container Shelters

The temporary TMF facility would be in operation for approximately four years while the proposed permanent TMF is being constructed.[6] The temporary TMF would service approximately 317 vehicles including 30 buses. Operational employment at the temporary TMF would be approximately 50.

3.8.3 Phase III –Development of the Permanent TMF Facility

Phase III of the project would include the following steps.

Demolition and Site Clearance for the Permanent TMF

The CREF would be demolished and pavement and landscaping would be removed from the footprints of the two proposed buildings; this is estimated to require four months. The SCE substation next to the east part of the project site is also being demolished; that demolition is not part of the proposed project.

Grading

Grading for the permanent TMF would require approximately two to three months. The entire project site would have to be graded.

Building Construction

Construction of the maintenance and office/warehouse buildings would consist of erection of building frames and walls; construction of interior building components, including plumbing, electrical, HVAC, life safety, and telecommunications; and application of architectural coatings. It would also involve paving. Phase III would require approximately 26 months. Permanent TMF construction is estimated to generate up to about 30 temporary jobs (this estimate also applies to the demolition and site clearance and grading phases).

Permanent TMF Operation

Operation of the permanent TMF would involve servicing approximately 345 vehicles, including 40 buses. This represents an increase of 143 total vehicles over the existing TMF, of which about 17 would be buses. Approximately 65 workers would be employed in permanent TMF operation.

3.9 Construction Details

The construction start date would be contingent on funding and has not been determined. For the purpose of the air quality and greenhouse gas emissions analyses, the schedule shown in **Table 3.9-1** was assumed. The schedule includes four months for construction of the temporary TMF, from approximately February to June 2023; two weeks for moving equipment and tanks from the existing TMF to the temporary TMF in June 2023; and two years for construction of the permanent TMF, from May 2025 to June 2027.

6 The temporary TMF would operate for about two years before construction of the permanent TMF begins. It would then continue operating during the approximately two years of permanent TMF construction.

Construction Equipment

Construction equipment to be used onsite was determined by using the California Emissions Estimator Model (CalEEMod),[7] as well as UltraSystems' experience with projects of this nature. Equipment assumed for emissions and noise estimating purposes includes, but is not limited to:

- Aerial lifts.
- Air compressors.
- Tractor trailers to deliver bungalows and modular containers.
- Cement and mortar mixers.
- Concrete/industrial saws.
- Cranes.
- Excavators.
- Forklifts.
- Generator sets.
- Graders.
- Pavers.
- Paving equipment.
- Rollers.
- Rubber-tired dozers
- Trenchers.
- Tractors/loaders/backhoes.
- Welders.

Details of equipment deployment are presented in **Section 4.3**. **Table 3.9-1** below provides a preliminary project schedule.

Table 3.9-1
PRELIMINARY PROJECT SCHEDULE

Project Elements	Estimated Timeframe	Estimated Timing
Phase I –Temporary TMF construction	February 2023 – June 2023	4 months
Phase II – Moving equipment and aboveground storage tanks from existing TMF to temporary TMF	June 2023	2 weeks
Temporary TMF Operation	July 2023 – June 2027	4 years
Phase III –Permanent TMF facility construction and operation		
Construction	May 2025 – June 2027	
Demolition and site clearance (for permanent TMF)	To be Determined	4 to 6 months

7 CalEEMod is discussed in Section 4.3,

Project Elements	Estimated Timeframe	Estimated Timing
Grading (for permanent TMF)	To be Determined	2 to 3 months
Building construction (for permanent TMF)	To be Determined	11 to 17 months
Permanent TMF Operation	July 2027	Not Applicable

3.10 Discretionary Actions

The project requires a Plot Plan Review for the permanent TMF site by the City of Commerce Building and Safety Division.

3.10.1 Permits and Approvals

The following permits and approvals would be required for the proposed project, as shown in **Table 3.10-1** below.

Table 3.10-1
PERMITS AND APPROVALS

Agency	Permit or Approval
City of Commerce Building and Safety Division	**Demolition Permits:** The City will issue demolition permits for both the temporary TMF site and the permanent TMF site to demolish existing structures. **Grading Permits:** The City will issue grading permits for the permanent TMF. **Plot Plan review and approval:** For the permanent TMF the City of Commerce will process a Plot Plan ("Site Plan") Review, subject to Division 10, § 19.39.640 of the Commerce Municipal Code ("CMC"). Per §19.39.650. A Plot Plan Review is required for any new building in excess of 25,000 square feet. **Building Permits:** The City will issue building permits for both the temporary TMF and the permanent TMF.
Los Angeles County Fire Department	Building plan check and approval. Review for compliance with the most current version of the California Fire Code, California Building Code, California Health & Safety Code and City of Commerce Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.

Agency	Permit or Approval
South Coast Air Quality Management District	Permit to Construct and Permit to Operate (Rule 201) for specific types of air-pollutant-emitting equipment.
California State Water Resources Control Board (SWRCB)	Stormwater Pollution Prevention Plan

4.0 ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agricultural and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature	Date
Printed Name	

Evaluation of Environmental Impacts

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to less than significant level.

(5) Earlier analyses may be use where, pursuant to the tiering, Program EIR, or other CEQA process, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

   (a) Earlier Analyses Used. Identify and state where the earlier analysis available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

(7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question; and

(b) The mitigation measure identified, if any, to reduce the impact to less than significant

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) 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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				**X**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment (such as hills, vegetation, rock outcroppings, drainage pathways, and soils) features. Visual quality, viewer groups and sensitivity, duration, and visual resources characterize views. Visual quality refers to the general aesthetic quality of a view, such as vividness, intactness, and unity. Viewer groups identify who is most likely to experience the view. High-sensitivity land uses include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas. Duration of a view is the amount of time that a particular view can be seen by a specific viewer group. Visual resources refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Except as provided in Public Resources Code Section 21099 would the project have a substantial adverse effect on a scenic vista?

No Impact

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene or feature of interest.

Both the temporary and permanent TMF project sites are in a built-out industrial area of the City of Commerce. Both project sites have existing buildings. No scenic resources are present on either TMF site. No scenic vistas are visible from the permanent TMF site. Vistas of the San Gabriel Mountains to

the north are visible from the temporary TMF site. Development of the permanent TMF would not block scenic vistas. Development of the temporary TMF would not block scenic vistas because views of the San Gabriel Mountains would still be visible with the limited and temporary development on the TMF site and the land use south of the TMF site opposite Sheila Street is industrial, which is not considered a sensitive land use respecting visual impacts. Impacts would be less than significant and no mitigation is needed.

b) Except as provided in Public Resources Code Section 21099, 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

The nearest designated state scenic highway to either the temporary or permanent TMF project site is State Route 2 (SR-2 or the Angeles Crest Highway), approximately 16 miles to the north (Caltrans, 2020). Due to the distance of the Angeles Crest Highway development of the permanent and temporary TMFs would not impact scenic resources in or a state scenic highway.

c) In non-urbanized areas, would the project 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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact

The temporary TMF site is in the Commercial Manufacturing land use designation and the Commercial Manufacturing (C/M1) zoning district. The Commercial Manufacturing land use designation and the Commercial Manufacturing zoning district do not set forth requirements pertaining to scenic quality (City of Commerce, 2008; Municode, 2020a).

The permanent TMF site is in the Industrial land use designation; zoning districts onsite are Heavy Industrial (M2) and Public Facilities (PF). The Industrial land use designation and the Heavy Industrial and Public Facilities zones do not set forth requirements governing scenic quality (City of Commerce, 2008; Municode, 2020a; Municode, 202b).

Development of the permanent and temporary TMFs would not conflict with requirements governing scenic quality set forth in the City of Commerce General Plan or Municipal Code, and no impact would occur.

d) Except as provided in Public Resources Code Section 21099, 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

The project sites are in an urban area characterized by medium to high nighttime ambient light levels. Streetlights, traffic on local streets and exterior lighting in surrounding developments are the primary sources of ambient light visible from the two project sites. No light- or glare-sensitive uses

are present next to either of the project sites, as the permanent TMF site is surrounded by industrial uses and a railyard and the temporary TMF site is surrounded by industrial uses.

Both the permanent and temporary TMFs would include nighttime safety and security lighting; the TMF operating hours would be 4:30 a.m. to 10:00 p.m. Exterior lighting on both project sites would comply with the City of Commerce Zoning Ordinance Section 19.19.130, which sets forth the following requirements:

- Exterior lighting would be located to minimize light trespassing across property boundaries or skyward.
- All outdoor fixture lighting would be a fully shielded fixture and focused to minimize light trespass and glare.
- Outdoor lighting fixtures would be turned off after close-of-business unless needed for safety or security, in which case the lighting would be activated by motion sensor devices.

The project does not propose outdoor flood lighting for nighttime outdoor work at either site. Project development would not add light sources that would adversely impact nighttime views in the area.

Both the permanent and temporary TMFs would be built with low-glare exteriors; project development would not create glare that would adversely impact daytime or nighttime views in the area. Impacts would be less than significant, and no mitigation is required.

4.2 Agriculture and Forestry Resources

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

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 California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982 to identify critical agricultural lands and track the conversion of these lands to other uses. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The temporary and permanent TMF project sites and surrounding uses are designated by the FMMP as "Area not Mapped." There are no agricultural uses on the sites (California Department of Conservation, 2020a). The proposed temporary and permanent project sites are built out with industrial and infrastructure uses and are located within an urbanized area, and all construction activities and improvements

would occur within the site or the adjacent streets. Therefore, no farmland would be converted to non-agricultural use and no impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The temporary TMF and permanent TMF project sites are built out with industrial uses and are in an urbanized area, and are not subject to Williamson Act contracts. Under the City of Commerce General Plan, the project site and surrounding areas are designated as Heavy Industrial. Therefore, the project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts and no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

Both project sites are located in a highly-urbanized setting; the permanent TMF site is zoned as M2-Heavy Industrial and PF-Public Facilities; and the temporary TMF site is zoned C-1, Commercial Manufacturing. The sites' existing zoning of "M2", "PF", and "C-1" do not support the definitions provided by PRC § 42526 for timberland, PRC § 12220(g) for forestland, or California Government Code § 51104(g) for timberland zoned for production. PRC § 12220(g) defines forest land as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Therefore, the proposed project would not conflict with existing zoning for forest land or timberland, and no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

One tree is present on the temporary TMF site. The permanent TMF project site is fully developed with buildings, pavement, and landscaping. Vegetation in landscaped areas onsite includes various trees of differing species which are ornamental in nature. No forest land exists on the project site due to its urban and developed nature. Therefore, project development would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

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 sites and surroundings are built out with industrial, and urban land uses. No farmland or forest land is located in the vicinity of the project sites (UEI, 2020). Therefore, project development would not result in changes to the environment, due to its location or nature, which could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

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

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone (O_3), and their precursors. Since the proposed project would not generate appreciable SO_2 or Pb emissions,[8] it is not necessary for the analysis to include those two pollutants. The project is in the Los Angeles County portion of the South Coast Air Basin (SCAB), for whose air pollution control South Coast Air Quality Management District (SCAQMD) is substantially responsible. **Table 4.3-1** shows the area designation status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Presented below is a description of the air pollutants of concern and their known health effects.

8 Sulfur dioxide emissions will be about 0.03 pound per day during construction and about 0.007 pound per day during operations.

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3)	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM_{10})	Maintenance (Serious)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO_2)	Maintenance	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Sulfates		Attainment
Lead (Pb)	No Federal Standards	Attainment
Hydrogen Sulfide (H_2S)		Attainment
Visibility Reducing Particles		Unclassified

Sources:
USEPA, 2020b, USEPA, 2020c, USEPA, 2020d, USEPA, 2020e, USEPA, 2020f; ARB, 2018; ARB, 2019; ARB, 2021.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and volatile organic compounds (VOC) are released in the atmosphere, they can chemically react with one another in the presence of sunlight to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens.

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions: primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and VOCs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers, and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading for example to increased risks of hospitalization and mortality from asthma attacks and heart attacks.

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB for this air quality analysis and is defined the same as the federal term "VOC".

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_x. Ozone creation requires ROG and NO_x to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber.

4.3.2 Climate/Meteorology

The project site will be located wholly within the SCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The general region lies in the

semi-permanent high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The annual average temperature varies little throughout the 6,600-square-mile SCAB, ranging from the low 60s to the high 80s. However, with a less pronounced oceanic influence, the inland portion shows greater variability in the annual minimum and maximum temperatures. The mean annual high and low temperatures in the project area—as determined from the nearest weather station, which is in the City of Montebello (WRCC, 2021), and has a period of record from 1979 to 2011—are 79.1 degrees Fahrenheit (°F) and 55.7°F, respectively. The overall climate is a mild Mediterranean, with average monthly maximum temperatures exceeding 89°F in the summer and dipping to 47.2°F in the winter.

In contrast to a steady pattern of temperature, rainfall is seasonally and annually highly variable. The total average annual precipitation is 14.78 inches, of which 89 percent occurs between November and March.

4.3.3 Local Air Quality

The SCAQMD has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The proposed project site is in Southeast Los Angeles County (SRA 5), which is served by the Pico Rivera Monitoring Station, located 4.75 miles southwest of the proposed project site, at 4144 San Gabriel River Parkway, in Pico Rivera. Criteria pollutants monitored at the Pico Rivera Monitoring Station include ozone, $PM_{2.5}$, NO_2, CO and lead (SCAQMD, 2020a). However, the Pico Rivera Monitoring Station does not measure PM_{10}. The closest monitoring station to the project site that measures PM_{10} is the Los Angeles Monitoring Station located at 1630 North Main Street, approximately 6.5 miles northwest of the project site (SCAQMD, 2020b).

The ambient air quality data in the proposed project vicinity as recorded at the Pico Rivera and Los Angeles monitoring stations from 2017 through 2019 (the three most recent years for which data are available) are shown in **Table 4.3-2**.

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2017	2018	2019
Ozone (O_3)	Max. 1-hour Concentration (ppm) Max. 8-hour Concentration (ppm) # Days > Federal 8-hour Std. of 0.070 ppm # Days > California 1-hour Std. of 0.070 ppm # Days > California 8-hour Std. of 0.070 ppm	0.118 0.086 9 7 9	0.115 0.082 5 3 5	0.108 0.091 7 5 8
Nitrogen Dioxide (NO_2)	Max. 1-hour Concentration (ppm) Annual Average (ppm) # Days > California 1-hour Std. of 0.070 ppm	0.075 0.019 0	0.0768 0.018 0	0.0618 0.017 0
Respirable Particulate Matter (PM_{10})	Max. 24-hour Concentration (µg/m^3) Est. # Days > Fed. 24-hour Std. of 150 µg/m^3 State Annual Average (µg/m^3)	64.6 0 ND	68.2 0 34.0	62.4 ND ND
Fine Particulate Matter ($PM_{2.5}$)	Max. 24-hour Concentration (µg/m^3) #Days > Fed. 24-hour Std. of 35 µg/m^3 State Annual Average (µg/m^3)	49.5 3.2 12.2	56.3 6.1 12.9	50.2 2.9 10.6

Source: ARB, 2021.
ND – There were insufficient (or no) data available to determine the value.

4.3.4 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality will be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[9] A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, ARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The SCAQMD updates its AQMP every three years.

The 2016 AQMP (SCAQMD, 2017) was adopted by the SCAQMD Board on March 3, 2017 and submitted to the ARB. On March 10, 2017 it was made part of the State Implementation Plan (SIP), which was submitted to the USEPA (Corey, 2017) It focuses largely on reducing NO_X emissions as a means of attaining the 1979 1-hour ozone standard by 2022, the 1997 8-hour ozone standard by 2023, and the 2008 8-hour standard by 2031. The AQMP prescribes a variety of current and proposed new control measures, including a request to the USEPA for increased regulation of mobile source emissions. The NO_X control measures will also help the Basin attain the 24-hour standard for $PM_{2.5}$.

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable

9 CCAA of 1988.

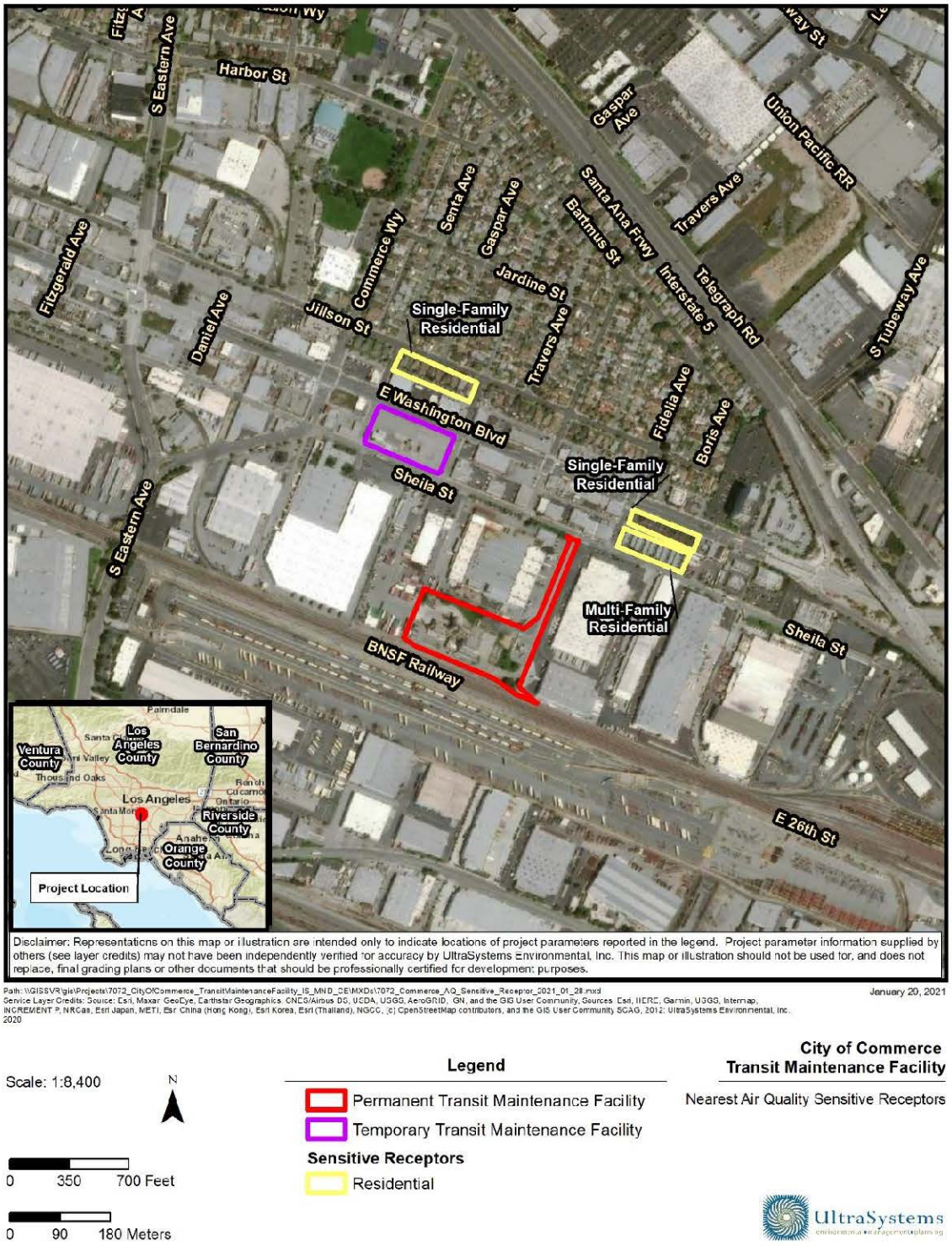
amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The temporary TMF site has a General Plan land use designation of Commercial Manufacturing (City of Commerce, 2009) and a zoning designation of Commercial Manufacturing (C/M-1) (City of Commerce, 2015). The industrial uses considered appropriate in the C/M-1 zone are limited to support services, such as machine shops and some light manufacturing (City of Commerce Municipal Code, 2020). The temporary TMF would be a support service to the City's transit fleet and would not conflict with the C/M-1 zoning designation.

The permanent TMF's General Plan land use designation is Industrial (City of Commerce, 2009) and its zoning designations are PF (Public Facility) for the CREF located on the project site, and M2 (Heavy Industrial) for the balance of the project site is (City of Commerce, 2015). The proposed project would maintain the City's transit fleet and be compatible with the surrounding heavy industrial land uses. Additionally, the project site is not adjacent to any zoning districts that are more restrictive; the permanent TMF site is surrounded with the same heavy industrial (M2) zoning designation. Therefore, the proposed project would not conflict with any land use, policy or regulation.

The closest sensitive receptors to the temporary TMF are single-family homes along Jillson Street, approximately 300 feet north of the site. The closest sensitive receptors to the permanent TMF are single- and multi-family homes that are approximately 275 feet northeast of the site. Refer to **Figure 4.3-1**, which shows the sensitive receptors relative to the temporary and permanent TMF sites.

Figure 4.3-1
SENSITIVE RECEPTORS



4.3.6 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact

The SCAQMD has an AQMP that proposes policies and measures to achieve federal and state standards for healthful air quality in the SCAB. The AQMP incorporates land use assumptions from local general plans and regional growth projections developed by the SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporated projections from local general plans. The proposed project is consistent with the allowable land use type and meets the main objectives of the land use plans and ordinances governing the project site.

Another measurement tool in determining consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. The project does not propose residential development and would not directly induce substantial growth in the City of Commerce. The project would not indirectly induce growth since the public infrastructure is proposed to accommodate growth in demand that has already been forecasted. Therefore, the project would not directly or indirectly induce growth in Commerce and would not violate the assumptions of the AQMP. In light of the foregoing, the project would not conflict with or obstruct implementation of the applicable air quality plan, and there would be no impact.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact

Project Emissions

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in **Table 4.3-3** be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table 4.3-3
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Mass Daily Thresholds (Pounds/Day)	
	Construction	Operation
Nitrogen Oxides (NO_x)	100	55
Volatile Organic Compounds (VOC)	75	55
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Lead	3	3

Source: SCAQMD, 2019

To provide a framework for the emission calculations, the project was organized into a baseline (Phase 0) and six major construction and operational phases (Phases 1 – 6). These are defined in **Table 4.3-4**, along with preliminary estimates of their date ranges.[10] Note that there will be considerable overlap of operations at the temporary TMF and construction of the permanent TMF.

Table 4.3-4
PROJECT PHASES ASSUMED FOR EMISSION CALCULATIONS

Phase	Location	Type[a]	Description	Date Range
0	Jillson TMF	B	Current operations at Jillson facility	Until 6/30/2023
1	Temp TMF	C	Demolition, paving, assembly of temporary structures	2/15/2023 – 6/15/2023
2	Jillson TMF	C	Disassemble equipment and move to temporary TMF	6/15/2023 – 6/22/2023
3	Temp TMF	C	Install equipment, move equipment and vehicles	6/22/2023 – 6/30/2023
4	Temp TMF	O	Vehicle maintenance and office operations	7/1/2023 – 6/30/2027
5	Perm TMF	C	Demolition, grading, new construction	5/1/2025 – 6/30/2027
6	Perm TMF	O	Vehicle maintenance and office operations	Starting 7/1/2027

[a]Phase Types: B = baseline operations, C – construction, O = operations.

10 Although several types of emissions evaluated for this project vary with calendar year, the variation is unlikely to result in a change in conclusions regarding significance of emissions impacts.

Within each phase will be discrete construction or operational activities that will emit air pollutants and greenhouse gases. The activities for which emissions were calculated are listed in **Table 4.3-5.** For each one, we assigned an activity code linked to a set of calculations presented in **Appendix B**.[11] For CEQA analysis of land use projects, the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod (CAPCOA, 2017) is often used. However, the model was not designed to efficiently calculate emissions from many of the activities. For those situations, we designed and used spreadsheets for the calculations. These spreadsheets are provided in **Appendix B.2**.

Table 4.3-5
EMISSION SOURCES ANALYZED

Phase Code	Activity	Method
0.1	Employee commuting	CalEEMod
0.2	Vehicle maintenance	CalEEMod
1.1	Demolish metal maintenance building and wash building	CalEEMod
1.2	Excavate for new concrete paving in service bay area	Spreadsheet
1.3	New concrete paving for service bay area only	CalEEMod
1.3.1	Repair existing paving where needed	CalEEMod
1.4	Transport prefabricated structures to site	Spreadsheet
1.5	Assemble prefabricated structures	Spreadsheet
1.6	Build electric vehicle charging station	Spreadsheet
2.1	Disassemble hydraulic lifts and oil tanks	Spreadsheet
2.2	Load equipment onto trucks	Spreadsheet
2.3	Transport equipment to temporary TMF	Spreadsheet
3.1	Install service equipment, oil tanks, etc. from Jillson	Spreadsheet
3.2	Install clarifier	Spreadsheet
3.3	Move office equipment from Jillson to temporary TMF	Spreadsheet
3.4	Move vehicles from Jillson to temporary TMF	Spreadsheet
4.1	Employee commuting	CalEEMod
4.2	Vehicle maintenance	CalEEMod
5.1	Demolish CREF facility	CalEEMod
5.1.1	Remove scrap metal	Spreadsheet
5.1.2	Demolish paving	Spreadsheet
5.2	Grading	CalEEMod
5.2.1	Excavate for hydraulic lifts	Spreadsheet
5.3	Install or relocate utility connections	CalEEMod
5.4	Building construction	CalEEMod
5.5	Architectural coating	CalEEMod
5.6	New concrete paving	CalEEMod
5.7	Relocate service equipment etc. from temporary TMF to permanent TMF	Spreadsheet
5.8	Relocate office equipment etc. from temporary TMF to permanent TMF	Spreadsheet
5.9	Move vehicles from temporary TMF to permanent TMF	Spreadsheet
5.9.1	Remove modular buildings from temporary TMF	Spreadsheet
6.1	Employee commuting	CalEEMod
6.2	Vehicle maintenance	CalEEMod

11 CalEEMod program inputs and outputs are in **Appendix B, Attachment 1** and supplementary, spreadsheet-based calculations are in **Appendix B, Attachment 2**.

The criteria pollutant (and greenhouse gas) emissions analyses were based upon the following assumptions:

- All applicable SCAQMD rules (e.g., 403 for fugitive dust during construction) will be enforced.
- Onroad emissions from buses, vans and other City-owned vehicles were not included; expansion of their onroad activities is not part of the "project" that is being analyzed here. However, emissions from vehicle repair and maintenance activities were included.
- The current and projected numbers of buses, vans, City fleet vehicles, and employee vehicles were provided by the City (McFerguson, 2021). Trip lengths were estimated by the traffic impact analysis for this project (KOA, 2021). **Table 4.3-6** lists the assumed populations of vehicles and employees during different operating phases.
- The types, numbers of pieces, and other characteristics of construction equipment were obtained from CalEEMod, even when CalEEMod was not used for the emission calculations.
- For a "worst-case" construction emissions scenario, all of the construction activities in a given phase were assumed to occur simultaneously; in reality, Phase 5 (permanent TMF construction) would take about two years and have several non-overlapping subphases.

Table 4.3-6
NUMBERS OF VEHICLES AND EMPLOYEES FOR OPERATING PHASES

Category	Jillson (Existing)	Temporary TMF	Permanent TMF
Employees	50	50	65
Buses	23	30	40
Vans	12	12	20
City Fleet	167	275	285
Total Vehicles	202	317	345

Source: McFerguson, 2021.

Regional Construction Emissions

Construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The amounts of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

As shown in **Table 4.3-7**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be less than significant.

Table 4.3-7
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Project Construction Phase	Maximum Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Phase 1 (Temporary TMF Construction)	4.3	**39.9**	**39.6**	1.8	**1.7**
Phase 2 (Disassemble Jillson Equipment and Move to Temporary TMF)	3.0	28.8	32.6	1.6	1.3
Phase 5 (Permanent TMF Construction and Relocation from Temporary TMF)	**25.7**	37.1	36.0	**2.2**	1.6
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2016.3.2) and with supplemental spreadsheets. (See **Appendix B**.)

Regional Operational Emissions

The project is a combination of an administrative facility; a motor vehicle repair and maintenance shop; parking; and the storage and dispensing of fuel for internal customers only. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the project. CalEEMod 2016.3.2 was used to estimate these emissions.

Since this project type is not specifically represented in the CalEEMod default land use categories, the closest category was an Automobile Care Center. As discussed above, onroad emissions from the buses and vans of the City of Commerce Transportation Department were not included in the analysis. In addition, trip generation rates for City employees working at the temporary and permanent TMF facilities were obtained from the traffic study (KOA, 2021, p. 15).

Emissions from the existing facility on Jillson Street were defined as the baseline for the analysis; increases in emissions from this baseline are the impacts. The results of these calculations are presented in **Tables 4.3-8** through **4.3-10**. For each criteria pollutant, the increase in operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, operational criteria pollutant emissions would be less than significant**.**

Table 4.3-8
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS (BASELINE)

Emission Source	Pollutant (pounds/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.61	0.00	0.01	0.00	0.00
Energy Source Emissions	0.02	0.15	0.13	0.01	0.01
Mobile Source Emissions	0.13	0.56	1.17	0.29	0.08
Total Operational Emissions	**0.76**	**0.71**	**1.30**	**0.30**	**0.09**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2016.3.2).

Table 4.3-9
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS (TEMPORARY TMF)

Emission Source	Pollutant (pounds/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.66	0.00	0.01	0.00	0.00
Energy Source Emissions	0.02	0.16	0.13	0.01	0.01
Mobile Source Emissions	0.11	0.45	1.01	0.29	0.08
Total Operational Emissions	**0.79**	**0.61**	**1.16**	**0.30**	**0.09**
Change in Total from Baseline	**0.03**	**(0.10)**	**(0.14)**	**0.00**	**0.00**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2016.3.2).

Table 4.3-10
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS (PERMANENT TMF)

Emission Source	Pollutant (pounds/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.82	0.00	0.00	0.00	0.00
Energy Source Emissions	0.02	0.02	0.17	0.02	0.02
Mobile Source Emissions	0.18	0.81	1.54	0.54	0.15
Total Operational Emissions	**1.02**	**1.01**	**1.71**	**0.56**	**0.17**
Change in Total from Baseline	**0.24**	**0.29**	**0.41**	**0.26**	**0.08**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2016.3.2).

Cumulative Analysis

Because the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact

Construction

Construction of the proposed project would generate short-term and intermittent emissions. Following SCAQMD guidance (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. During temporary TMF construction, the nearest sensitive receptors would be residences about 82 meters north-northeast of the project site. During

permanent TMF construction, the nearest sensitive receptors would be residences about 352 meters to the north-northeast. Localized significance thresholds for projects in SRA 5 were obtained from tables in Appendix C of the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008). **Tables 4.3-10** and **4.3-11** show the results of the localized significance analysis for the proposed temporary TMF and permanent TMF, respectively.

Localized short-term air quality impacts from construction of the proposed project would be less than significant.

Table 4.3-10
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS FOR THE TEMPORARY TMF

Nearest Sensitive Receptor	Maximum Onsite Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum daily emissions	37.6	37.9	1.7	1.6
SCAQMD LST for 2.65 acres @ 82 meters[a]	*129*	*1,538*	*37*	*10*
Significant (Yes or No)	**No**	**No**	**No**	**No**
[a]Interpolated from table values in Chico and Koizumi, 2008, Appendix C.				

Table 4.3-11
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS FOR THE PERMANENT TMF

Nearest Sensitive Receptor	Maximum Onsite Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum daily emissions	21.8	24.0	0.96	0.87
SCAQMD LST for 5 acres @ 352 meters[a]	*219*	*6,626*	*150*	*67*
Significant (Yes or No)	**No**	**No**	**No**	**No**
[a]Interpolated from table values in Chico and Koizumi, 2008, Appendix C. Since site is actually 6.51 acres, thresholds are actually higher than shown here.				

Operation

Increased local vehicle traffic may contribute to off-site air quality impacts. The traffic increases in nearby intersections may contribute to traffic congestion, which may create "pockets" of CO called hotspots. These pockets have the potential to exceed the state 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm, thus affecting sensitive receptors that are close to these roadways or intersections. CO hotspots typically are found at busy intersections, but can also occur along congested major arterials and freeways. They occur mostly in the early morning hours when winds are stagnant and ambient CO concentrations are elevated. In accordance with the California Department of Transportation (Caltrans) CO Protocol (Caltrans, 1997, p. 4-2), CO hotspots do not need to be evaluated in detail when the following conditions are true under the project:

- The project does not significantly increase the percentage of vehicles operating in cold start mode.

- The project does not significantly increase traffic volumes. Increases in traffic volumes in excess of 5% should be considered potentially significant.

- The project improves traffic flow. For intersection segments, higher average speeds and a decrease in average delay should be considered an improvement in traffic flow. Generally, a detailed analysis is not required if the project does not degrade the level of service (LOS) at a nearby signalized intersection to "E" or worse.

- The project does not move traffic closer to a receptor.

Typically, hotspots analyses are not performed for unsignalized intersections, which have lower traffic volumes than those with signals. This is particularly the case when a hotspots analysis shows no impacts for the most congested, signalized intersections.

Project operations were evaluated against the Caltrans CO protocol criteria, as follows:

- *The project does not significantly increase the percentage of vehicles operating in cold start mode.*

  According to the transportation impact analysis (TIA) prepared for this project (KOA, 2021, p. 16), the project will generate about 30 new employee vehicle trips per day. No information on the percentage of cold starts was provided, but even in the unlikely event that all 30 trips were cold starts, the increase in the percentage of cold starts in the Southeast Los Angeles County Source Receptor Area would be negligible.

- *The project does not significantly increase traffic volumes by more than 5%*

  The TIA did not report average daily traffic (ADT) on local streets. Given the low number of trips generated, a precise value of ADT is not needed. According to traffic count data provided by the City of Commerce (McFerguson, 2020), a typical value of ADT on East Washington Boulevard between Eastern Avenue and Telegraph Road was about 18,500 vehicles per day. The increase in traffic due to project employee commuting would be about 0.16%. The local traffic increase would therefore be less than 5%.

- *The project improves traffic flow. Generally, a detailed analysis is not required if the project does not degrade the level of service (LOS) at a nearby signalized intersection to "E" or worse.*

  According to the TIA, the level of service (LOS) at an intersection near both the temporary and permanent TMFs is already at E or worse. The TIA found that the project (including bus traffic) would not degrade the LOS further.

- *The project does not move traffic closer to a receptor.*

  The project makes no changes to roadways, and the entrances to and exits from the project sites will be approximately where they were before the project. Therefore traffic will not be moved closer to a sensitive receiver.

In light of the foregoing analysis, CO hotspots analysis is not needed.

Toxic Air Contaminants (TACs)

Since the project would include maintenance and repair of buses, vans and motor vehicles, and the dispensing of fuel for internal customers only, the project would potentially involve the use, storage, or processing of carcinogenic and/or noncarcinogenic TACs.

The service and repair facilities of the project would be subject to an ARB-adopted airborne toxic control measure (ATCM) that reduces chlorinated compound emissions from automotive consumer products used in automotive maintenance and repair activities (ARB, 2000). The ATCM prohibits the use of perchloroethylene, methylene chloride, and trichloroethylene in brake cleaners, carburetor or fuel-injection air intake cleaners, engine degreasers, and general-purpose degreasers sold, supplied, offered for sale, or manufactured for use in California.

During construction activities, diesel equipment will be operating and diesel particulate matter is known to the State as a TAC. However, the risks associated with exposure to substances with carcinogenic effects are typically evaluated with the assumption of a lifetime of chronic exposure, which is defined as 24 hours per day, 7 days per week, 365 days per year, for 70 years. The short-term nature of project construction supports a finding that exposure to diesel exhaust emissions during construction would not be significant. In addition, construction activities associated with the project would be typical of other development projects in the city and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would 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?

Less than Significant Impact

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project involves the construction and operation of a maintenance, repair, and fueling facility, which would not typically be associated with odor complaints. Potential odor sources during construction activities would be equipment that emits diesel combustion exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As the project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

4.4.1 Methodology

Literature, maps, databases, agency web sites, Geographic Information System (GIS) data, and aerial imagery were obtained from public domain sources to: (1) assess habitats, special-status plant and

wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that potentially may occur in and near the project site; and (2) identify local or regional plans, policies, and regulations that may apply to the project. Plant and wildlife species protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as "special-status species" in this report.[12] Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size, and typically have a limited geographic range and/or habitat.

The following data sources were accessed:

- United States Geological Survey (USGS) 7.5-Minute Topographic Map of the South Gate Quadrangle, Los Angeles County (USGS, 2018), and aerial imagery.
- U. S. Fish and Wildlife Service (USFWS) information:
    - Information, Planning and Conservation (IPaC) (USFWS, 2020a).
    - National Wetlands Inventory (NWI) and Wetlands Mapper (USFWS, 2020b).
- California Department of Fish and Wildlife (CDFW) information:
    - California Natural Diversity Database (CNDDB; CNDDB 2021a).
    - California Wildlife Habitat Relationships System (CDFW, 2020).
- Inventory of Rare and Endangered Plants of California provided by the CNPS (CNPS 2021).

A search of the USFWS ECOS-IPaC website (USFWS, 2020a) was conducted for the proposed project site. The literature and data searches of the CNDDB (CNDDB 2021a) and of the CNPS Electronic Inventory of Rare and Endangered Plants of California (CNPS 2021), were conducted for the South Gate, Hollywood, Los Angeles, El Monte, Inglewood, Whittier, Torrance, Long Beach, and Los Alamitos quadrangles in Los Angeles County, California. The results of these searches are included in **Table 4.4-1** and **4.4-2**.

Based on the results of these data searches, comprehensive project-specific lists were prepared of land cover, special-status plants and wildlife, and their potential to occur.

Aerial imagery was overlaid with geospatial data by utilizing GIS software (ArcGIS 10.1) to identify: (1) the presence and geographic range of candidate, sensitive, or special-status species and potentially suitable habitats, and (2) proposed and final critical habitats, wetlands, waters of the State, and waters of the United States, in the vicinity of the project site.

The CNDDB (CNDDB 2021a) known plant and wildlife species occurrences was mapped for the project site. **Figures 4.4-1** and **4.4-2** depicts the CNDDB known species occurrences within a two-mile radius of the project site.

12 Avian species protected by the Migratory Bird Treaty Act (MBTA) are not considered "special-status species."

Figure 4.4-1
CNDDB KNOWN OCCURRENCES – PLANT SPECIES

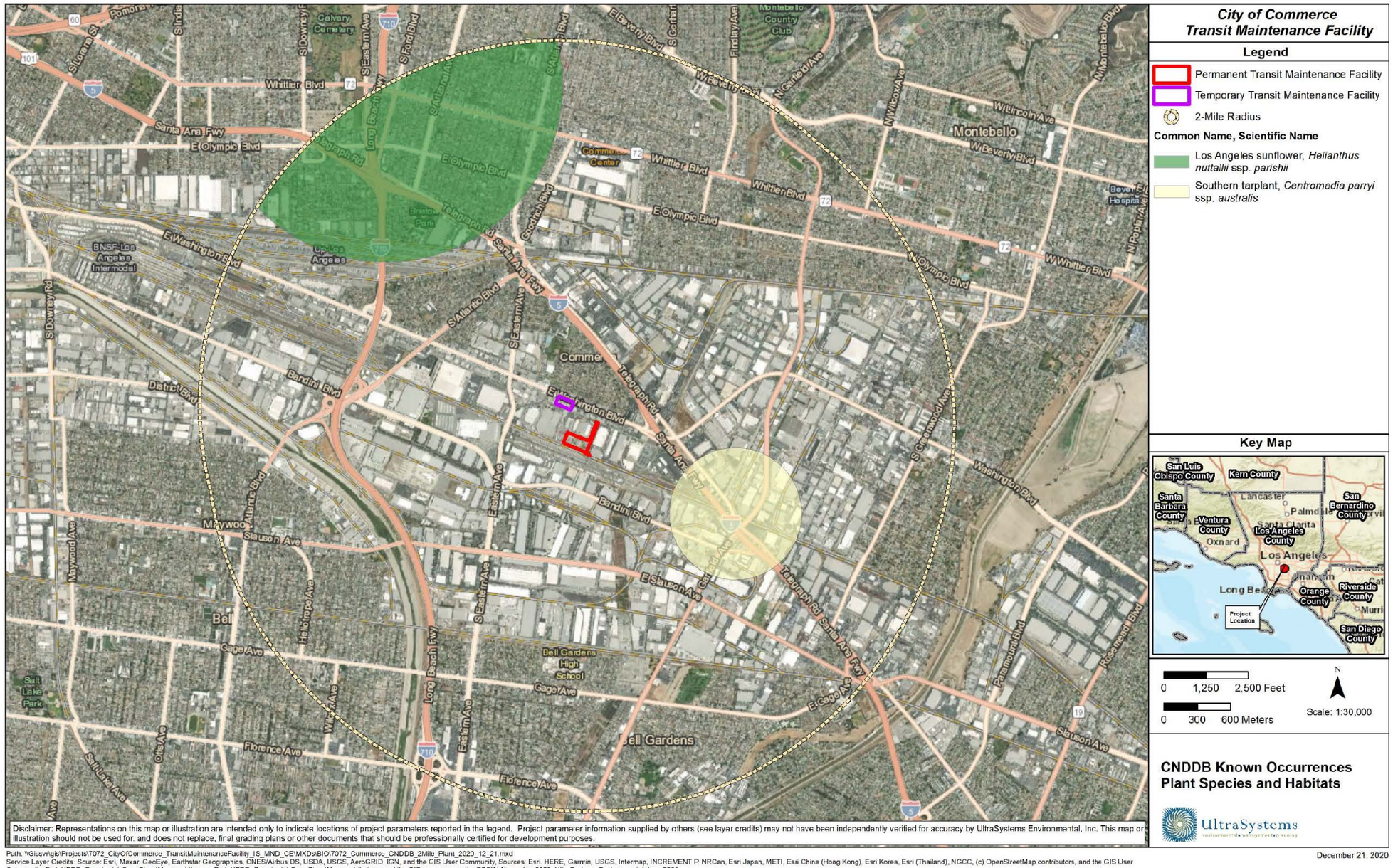
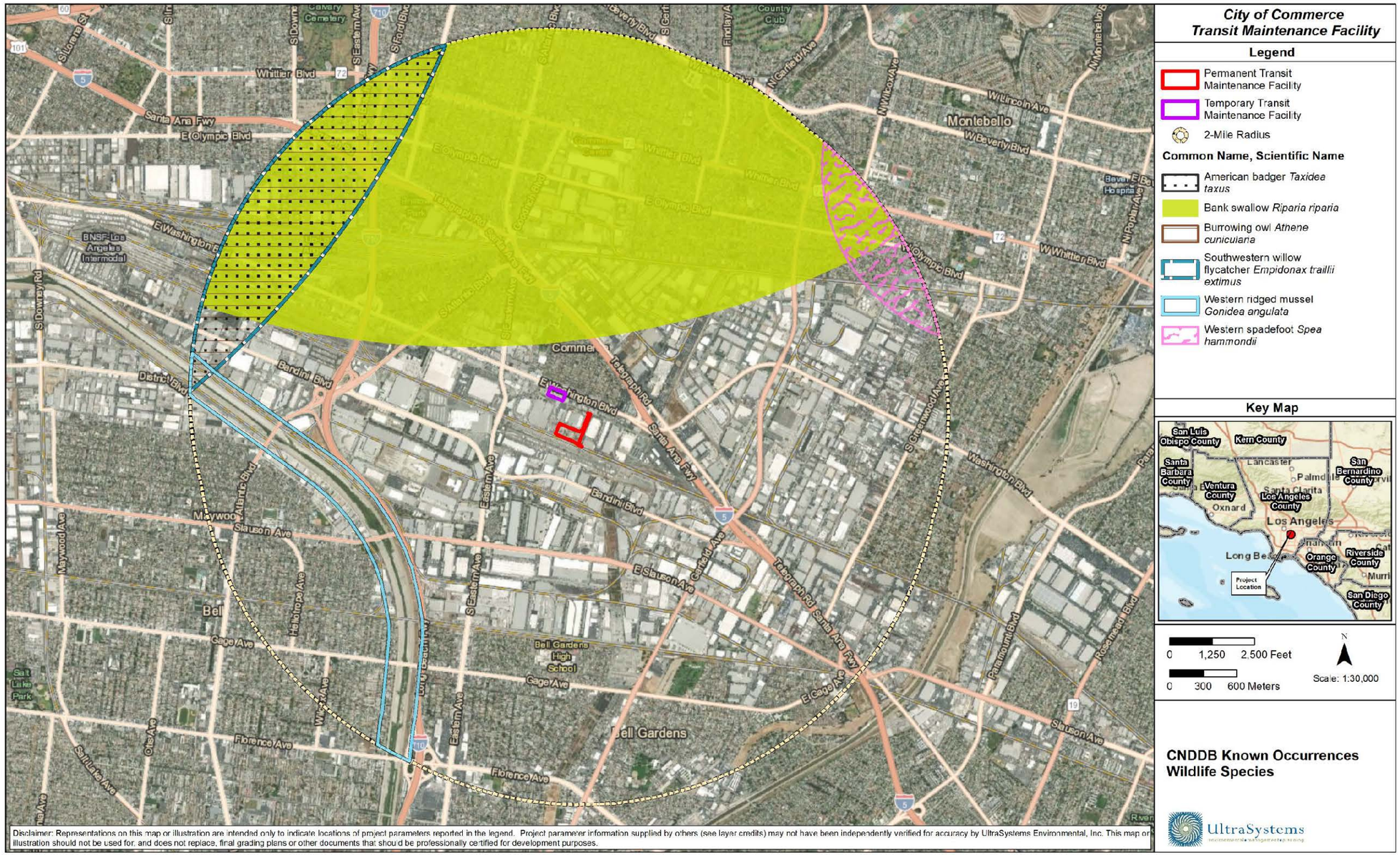


Figure 4.4-2
CNDDB KNOWN OCCURRENCES – WILDLIFE SPECIES



Special-Status Plants

Based on a literature review and query from publicly available databases (CNDDB 2021a; CNPS 2021; USFWS, 2020a, b) for reported occurrences, within a two-mile radius of the project site, a total of two special-status plant species, both considered sensitive (not threatened, endangered, or candidate) resulted from the query and met one of the following criteria: reported as recent occurrences (≤ 20 years), or documented historical observation within two miles of the BSA, or recognized as occurring based on previous surveys or knowledge of the area. None of those two species were determined to have a potential to occur within the project BSA (refer to **Figure 4.4-2**). The BSA is fully urbanized and developed. Therefore, it was determined that due to several biological and physical disturbances none of the special-status plant species identified in the 2-mile radius database query have the potential to occur in the BSA. Suitable habitat does not exist for the establishment of these species within the BSA which is devoid of native vegetation communities (CNDDB 2021a; CNPS 2021; CDFW 2020; USFWS, 2020a, b). The two special-status plant species and a description of their regulatory statuses as determined by various state, federal, regional, and local regulatory agencies and the ranking notations from the most relevant agencies are listed in **Table 4.4-1** below.

Table 4.4-1
SPECIAL-STATUS PLANT SPECIES RECORDED WITHIN THE BSA

Common Name (Scientific Name)	Status	General Habitat Description in California	BSA Within Known Range or Distribution?	Potential for Occurrence within the BSA
Los Angeles sunflower (*Helianthus nuttallii* ssp. *parishii*)	CRPR: 1A	Los Angeles sunflower is a perennial rhizomatous herb that is found in coastal salt and freshwater marshes, swamps, and wetlands, but occasionally found in non-wetlands. This plant flowers from August to October; elevation from 33 to 5,000 feet.	Yes	**None.** The BSA lacks suitable habitat required to support this species. The last observation of this species was recorded in 1937; CNPS considers this species to be extirpated by urbanization.
Southern tarplant (*Centromadia parryi* ssp. *australis*)	CRPR: 1B.1	Southern tarplant is an annual herb that is found on the margins of marshes and swamps, and in vernally mesic sites within valley and foothill grasslands and vernal pools. This plant flowers from May to November; elevation from 0 to 1,574 feet.	Yes	**None.** The BSA is urbanized and lacks suitable habitat required to support this species.

California Rare Plant Ranks (Based on ranking system developed by the California Native Plant Society [CNPS])

CRPR: 1A – California Rare Plant Rank 1A - plants presumed extirpated in California and either rare or extinct elsewhere: the plants with a CRPA of 1A are presumed extirpated because they have not been seen or collected in the wild in California for many years. This rank includes plants that are both presumed extinct as well as those plants which are presumed extirpated in California. All of the plants constituting CRPR 1A meet the definitions of § 2062 and § 2067 (CESA) of the Fish and Game Code, and are eligible for state listing. Should these taxa be rediscovered, it is mandatory that they be fully considered during preparation of environmental documents relating to CEQA.

CRPR: 1B – California Rare Plant Rank 1B - plants rare, threatened, or endangered in California and elsewhere: plants with a CRPR of 1B are rare throughout their range with the majority of them endemic to California. Most of the plants that are ranked 1B have declined significantly over the last century. All of the plants constituting CRPR 1B meet the

definitions of § 2062 and § 2067 (CESA) of the Fish and Game Code, and are eligible for state listing. It is mandatory that they be fully considered during preparation of environmental documents relating to CEQA.

CNPS Threat Ranks – The CNPS Threat Rank is an extension added onto the California Rare Plant Rank (CRPR) (as a decimal code) and designates the level of threats by a 1 to 3 ranking with 1 being the most threatened and 3 being the least threatened.
.1 – seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat).

Special-Status Wildlife

A literature review and query from publicly available databases (Blevins and Jepsen 2020; CDFW, 2020a, b; CNDDB 2020, 2021a, 2021b; USFWS, 2020a, b) for reported occurrences within a two-mile radius of the project site, resulted in a total of six special-status wildlife species, two listed and four sensitive (not threatened, endangered, or candidate). None of these six species was determined to have a potential to occur within the project BSA (refer to **Figure 4.4-1**).

The BSA is fully urbanized and developed. Existing land cover consists of ornamental vegetation, which is restricted to a residential area in the northernmost portion of the BSA, to median strips on Washington Boulevard, and to landscaped parking areas. It was determined that due to urbanization of the BSA and immediate vicinity only one of the special-status wildlife species (burrowing owl) identified in the 2-mile radius database query has the potential to occur in the BSA. Burrowing owls may potentially utilize man-made structures in urban environments to nest; however, the project site does not provide suitable nesting habitat for this species. Suitable habitat does not exist within the BSA for the establishment of the remaining species, which is devoid of native vegetation communities (CNDDB, 2021a; IUCN, 2020; USFWS, 2020a, b; Cornell Lab of Ornithology, 2019).

These wildlife species and a description of their statuses and habitat requirements as determined by various state, federal, regional, and local regulatory agencies are listed in **Table 4.4-2** below:

Table 4.4-2
SPECIAL-STATUS WILDLIFE SPECIES RECORDED WITHIN THE BSA

Common Name (Scientific Name)	Status	General Habitat Description in California	BSA Within Known Range?	Potential for Occurrence within the BSA
Southwestern willow flycatcher (*Empidonax traillii extimus*)	FE SE	Found in dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands, including lakes, surface water, saturated soil, or herbaceous wetland plants present during the early summer months; woody riparian vegetation is present.	Yes	**No Potential to Occur.** The BSA does not contain suitable breeding and foraging dense riparian and aquatic habitats to support this species.
Bank swallow (*Riparia riparia*)	ST	Occurs in naturally eroding habitats of major lowland river systems, sandy, vertical bluffs or riverbanks Characteristics: birds build nests within two to three-foot deep burrows that are dug perpendicularly into near vertical	No	**No Potential to Occur.** The BSA does not contain suitable habitats with vertical banks consisting of fine-texture soils to support breeding bank swallows. The CNDDB considers this

Common Name (Scientific Name)	Status	General Habitat Description in California	BSA Within Known Range?	Potential for Occurrence within the BSA
		earthen banks along streams, coastal bluffs, and sand and gravel pits		species to be extirpated from the project vicinity.
Western ridged mussel (*Gonidea angulata*)	FPE Special Animals List	Fish-bearing, permanently inundated habitat, in well-oxygenated substrates, in creeks and rivers, and sometimes lakes. Originally found in most of California, now extirpated in southern and central California.	No	**No Potential to Occur.** The BSA does not contain suitable habitat to support this species. This species is considered extirpated from southern and central California.
Western spadefoot toad (*Spea hammondii*)	SSC	May be found in coastal sage scrub, open chaparral, pine-oak woodlands, and grassland habitats, but is most common in grasslands with vernal pools or mixed grassland/coastal sage scrub areas. Requires rain pools/vernal pools and that persist with more than three weeks of standing water, or slow-moving streams (e.g., areas flooded by intermittent streams). This species estivates in sandy, gravelly soil in upland habitats adjacent to potential breeding sites in burrows approximately 1 meter in depth.	Yes	**No Potential to Occur.** The BSA is located within this toad's distribution; however, the BSA lacks suitable aquatic and vernal pool breeding sites to support this toad.
Burrowing owl (*Athene cunicularia*)	SSC	This species requires open, dry, flat ground or low rolling hills with sparse vegetation and available burrows but may also dig their own burrows in friable soils. Where burrows are scarce, man-made structures such as culverts, piles of concrete, rubble, or debris, pipes, asphalt, artificial nest boxes, and openings beneath cement or asphalt pavement may also be used as nest sites.	Yes	**No Potential to Occur:** there are no known recorded occurrences of the special-status wildlife species in the BSA or the immediate project vicinity and since 1921. The BSA does not contain suitable or adequate biological and physical features required to support this species, including friable soils, available prey, and water sources.
American badger (*Taxidea taxus*)	SSC	American badger is most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Badgers dig burrows in friable soil for cover. Frequently reuse old burrows, although some may dig a new den each night, especially in summer	Yes	**No Potential to Occur.** The BSA is within the range of this species; however, the sites are urbanized and lack suitable burrowing and hunting habitat required to support American badger.

Common Name (Scientific Name)	Status	General Habitat Description in California	BSA Within Known Range?	Potential for Occurrence within the BSA
		American badgers are carnivorous. They eat fossorial rodents: rats, mice, chipmunks, and especially ground squirrels and pocket gophers. May also eat some reptiles, insects, earthworms, eggs, birds, and carrion. Diet shifts seasonally and yearly in response to availability of prey.		

FE = federal listed as endangered: any species of plant or animal that is in danger of extinction throughout all or a significant portion of their range.

FPE = federally proposed for listing as endangered: a candidate species that has been proposed by USFWS or NMFS for listing as endangered and the proposed rule, but not a final rule, to list has been published in the Federal Register.

SE = state-listed as endangered: "endangered species" means a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease (Fish and Game Code § 2062).

ST = state-listed as threatened: "threatened species" means a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts (Fish and Game Code § 2067).

SSC = species of special concern: a species of special concern is a species, subspecies, or distinct population of an animal (fish, amphibian, reptile, bird and mammal) native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role; is listed as federally-, but not state-, threatened or endangered; meets the state definition of threatened or endangered, but has not formally been listed; is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status; has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.

Special Animals List = "Special Animals" is a broad term used to refer to all the animal taxa tracked by the CNDDB, regardless of their legal or protection status. The Special Animals List includes species which are closely associated with a habitat that is declining in California at a significant rate (e.g.,wetlands, riparian, vernal pools, old growth forests, desert aquatic systems, native grasslands, valley shrubland habitats, etc.); or are designated as a special status, sensitive, or declining species by other state or federal agencies, or a non-governmental organization (NGO), and determined by the CNDDB to be rare, restricted, declining, or threatened across their range in California

Of the species listed in **Table 4.4-1**, neither of the two plant species, southern tarplant and Los Angeles sunflower have a potential to occur within the BSA due to urbanization and lack of suitable habitat. None of the six wildlife species listed in **Table 4.4-2** has a potential to occur within the BSA due to lack of suitable habitat to support them. None of these special-status plant and wildlife species are known to occur within the project site.

Methodology

The related literature and data source review was conducted by UEI Senior Biologist Michelle Tollett. A reconnaissance-level field survey was conducted on November 13, 2020 by Mr. Victor Paitimusa to document the existing environment and vegetation, including ornamental (landscaping) and

volunteer "weedy" species. Following the field survey, existing conditions and potential project-related impacts to biological resources were assessed by UEI biologists.

4.4.2 Existing Environment

The project is in the City of Commerce within southern Los Angeles County. The project site is located southeast of downtown Los Angeles and approximately 0.25 miles southwest of I-5 Freeway in a highly developed, urbanized area. The area surrounding the project site is industrial and bordered by the BNSF train yard on the south and industrial and commercial areas on the north, east, and west.

One soil type is mapped on the project sites: *Urban land-Ballona-Typic Xerorthents, fine substratum complex, 0 to 5 percent slopes* (map unit 1137), which is a human-transported mixture of soil types (Soil Survey Staff, 2020). The project geotechnical investigation identified the near-surface soils encountered during their site investigation as consisting mainly of fine-grained clays and silts (NOVA 2021, p. 8). Review of the USGS 7.5-minute series topographic quadrangle maps indicate that the project site and vicinity are generally flat at an average elevation of approximately 141 feet AMSL (USGS, 2018).

Surface water in the area of the project site is collected by the local stormwater drainage system and is discharged into pipes and open channels, which then flows into the Los Angeles River.

The vegetation on the project site includes street trees adjacent to commercial land uses, ornamental vegetation, and non-native grasses. Patches of ornamental vegetation are interspersed though areas of the BSA and occur adjacent to city parks and residential neighborhoods.

Land Cover Types

The project site consists of developed land cover, which is described below.

Developed Lands

Developed lands are either non-vegetated features that are occupied by man-made structures or other impermeable surfaces that cannot support vegetation, or are vegetated by ornamental or landscape vegetation. These developed areas provide virtually no habitat for wildlife species; however, birds may use the ornamental vegetation for foraging and nesting. Developed lands and ornamental vegetation do not have a global or state rank and are not considered sensitive plant communities.

Plants

The project site contains five ornamental trees including pine (*Pinus* sp.), Mexican fan palm (*Washingtonia robusta*), and Brazilian pepper tree (*Schinus terebinthifolia*), as well as a few volunteer non-native grasses and forbs growing in cracks in the asphalt. Non-native grasses include fountain grass (*Pennisetum setaceum*) and flax-leaved horseweed (*Erigeron bonariensis*).

None of the plant species observed on the project site are listed or special-status plant species known to occur in the area. No sensitive plant species were observed within the project site during the site visit. Both literature review and field reconnaissance concluded that the listed sensitive species in the plant inventory do not occur within the project site because the site is located outside the plant

species' known distribution, elevation range, and/or the project site lacks suitable habitats and/or soils to support the plant species.

Wildlife

The project site contains compacted soils that are generally the result of severe or repeated mechanical disturbance and provide extremely low value for native plants and/or foraging, shelter, or reproductive opportunities for local wildlife. A few urban-adapted bird species may utilize the site as a resting or perching location and in some instances, nesting may occur, especially within the Mexican fan palms and pine trees.

Examples of urban-adapted bird species that are known to nest in tree species such as those onsite, and which would be afforded protection under the California Fish and Game Code Sections 3503 and/or 3513 and the Migratory Bird Treaty Act, include the Anna's hummingbird (*Calypte anna*), hooded oriole (*Icterus cucullatus*), mourning dove (*Zenaida macroura*), Cassin's kingbird (*Tyrannus vociferans*).

No federally listed, state-listed, or other sensitive wildlife species were observed on the project site, nor are they expected to occur.

4.4.3 Impact Analysis

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?

Less Than Significant with Mitigation Incorporated

The permanent TMF site and the temporary TMF site are in the downtown area of the City of Commerce, California, and have been previously developed. The project sites border other industrial and commercial land uses and are located in the heavy industrial zone land use (M-2). The area is in an urbanized area, which provides low habitat value for special-status plant and wildlife species. No special-status plants or wildlife were observed within the project area. The project site contains developed and/or paved land.

With implementation of the project, the existing buildings on the site would be demolished and structures added to both the temporary and permanent TMF sites. Several existing shrubs and trees would be removed prior to redevelopment. None of the existing trees onsite are protected heritage trees. Landscaping on the permanent TMF site would be in compliance with City of Commerce Municipal Code Chapter 19.23, entitled Landscaping Standards. This chapter lists requirements relating to the quality, quantity, and functionality of landscaping for projects (City of Commerce, 2019).

Ornamental trees within the City right-of-way (e.g., a would not be impacted by construction or operation of the proposed project.

Nesting Birds

Existing bare ground, vegetation (grasses, forbs, shrubs and trees), as well as structures on the project site could provide nesting habitat for native migratory birds in the area. All native migratory non-game birds, including raptors, and their active nests are protected by the Migratory Bird Treaty Act (MBTA) of 1918 and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which render it unlawful to take native breeding birds, and their nests, eggs, and young.

Project construction could adversely impact birds and potential nests on the project site. The buildings on the project site would be demolished and existing landscaping would be removed prior to construction of the proposed project. Thus, existing landscaping around the existing buildings on the project site would be removed. If nesting migratory birds are present (i.e., nests containing eggs or young), tree and shrub removal associated with the redevelopment of the project site could result in the loss of those birds caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native migratory bird species resulting in nest abandonment and/or the loss of reproductive effort. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact. Indirect impacts on breeding birds could occur from increased noise, vibration, and dust during construction, which could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Therefore, without mitigation, the project could have a potentially significant impact.

To maintain compliance with the MBTA and California Fish and Game Code, and to avoid or minimize direct and indirect effects on migratory non-game nesting birds, and their nests, young, and eggs, mitigation measure **BIO-1** shall be implemented, and would reduce potential impacts to nesting birds from construction of the temporary and permanent TMF sites to a less-than-significant level.

Mitigation Measure

MM BIO-1: Preconstruction Nesting Bird Surveys.

If project construction of the temporary and permanent TMF sites begins during nesting bird/raptor season (between January 1 and August 31), a qualified biologist shall conduct preconstruction nesting bird, and other sensitive species, clearance surveys within the project site and within a 100-foot radius around the project site. The nesting bird survey shall occur no earlier than one week prior to ground-disturbing activities or vegetation trimming or removal.

- Project activities that will remove or disturb potential nesting sites should be scheduled outside the nesting bird season, which occurs between January 1 and August 31, if feasible. The City shall conduct brush removal, tree trimming, building demolition, or grading activities outside of the nesting season.

- The nesting bird nesting season for non-raptors is typically from February 1 through August 31, but can vary from year to year depending on weather conditions. However, raptors are known to begin nesting early in the year. Given that the BSA contains large trees and buildings to be demolished, the qualified biologist shall survey for nesting raptors beginning January 1.

- If an active bird nest is located during the pre-construction survey and project activities may impact nesting behavior, a no-activity buffer zone shall be delineated on maps and marked in the field by fencing, stakes, flagging, or other

means up to 200 feet for all species (raptor and non-raptor), unless otherwise determined by the qualified biological monitor.

- The qualified biologist shall determine the appropriate size of the buffer zone based on the type of activities planned near the nest and the species tolerances for disturbance.

- Buffer zones shall not be disturbed until a qualified biologist determines that the nest is inactive, the young have fledged, are no longer being fed by the parents, have left the area, or will no longer be affected by project activities. Periodic monitoring by a biological monitor will be performed to determine when nesting is complete. After the nesting cycle is complete, project activities may begin within the buffer zone.

- Materials used to demarcate the nests shall be removed as soon as work is complete or the fledglings are no longer dependent upon the nest.

- If neither nesting birds nor active nests are observed during the pre-construction survey(s), or if they are observed and would not be affected (i.e., are outside the buffer zone described above), then project activities may begin and no further nesting bird monitoring will be required.

Level of Significance After Mitigation

With implementation of mitigation measure **BIO-1** above, the project would result in less than significant impacts on nesting bird species.

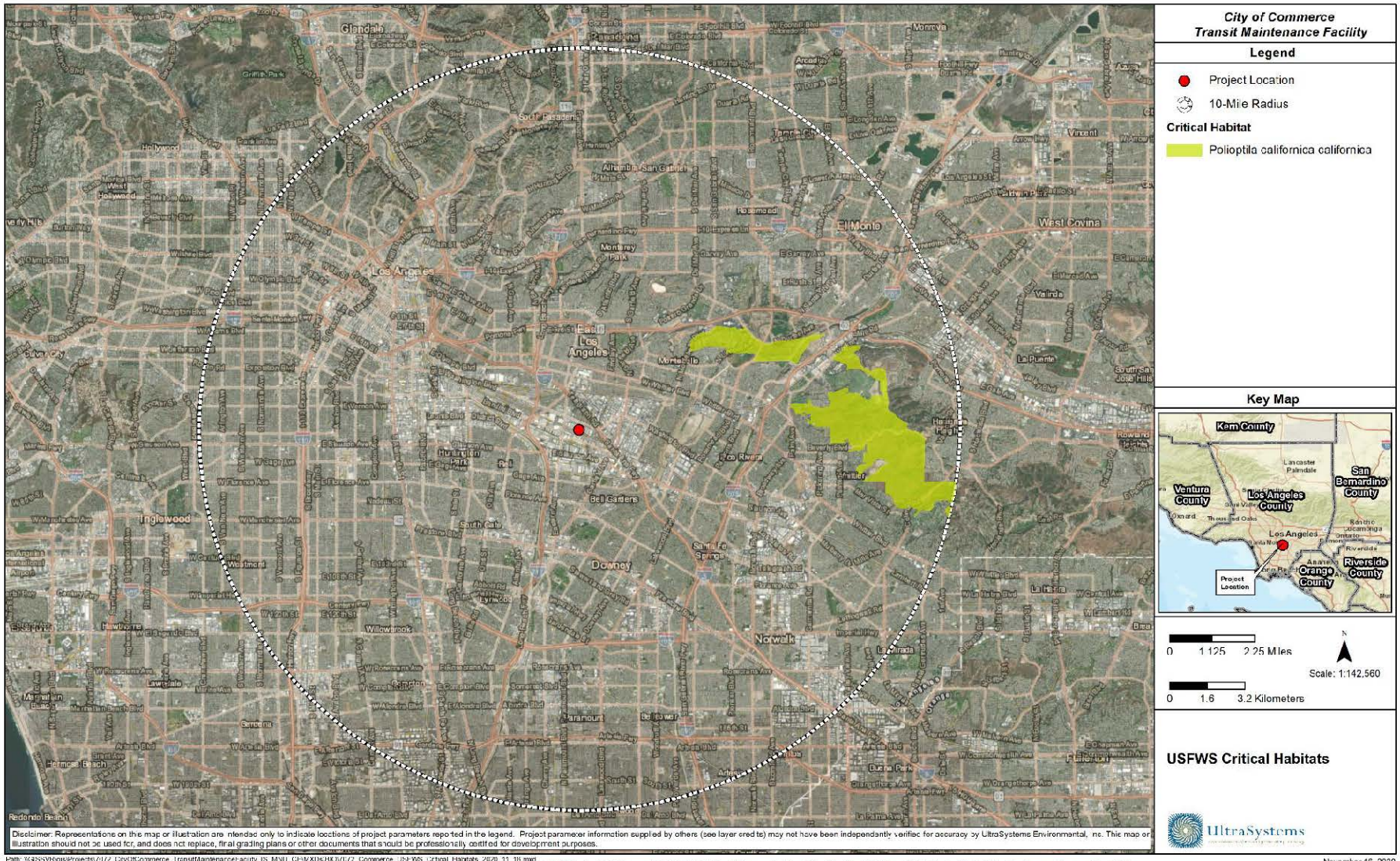
b) Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact

The literature review, results of the CNDDB, and project site reconnaissance survey indicate that riparian habitat and other sensitive natural communities do not exist on or adjacent to the BSA. As shown in **Figure 4.4-3** the nearest area designated as critical habitat by the USFWS is critical habitat for the coastal California gnatcatcher, beginning approximately 3.5 miles to the northeast of the project site.[13] Therefore, no direct or indirect impacts to riparian habitat or other sensitive natural communities would occur as a result of construction and operation of the proposed project. Therefore, the project would have no impact in this regard.

[13] Critical habitat is specific geographic area(s) essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery (USFWS, 2021).

Figure 4.4-3
USFWS CRITICAL HABITAT



Path: K:\GIS\Projects\7072_CityOfCommerce_TransitMaintenanceFacility_IS_MND_CEMXD\IS-MND\7072_Commerce_USFWS_Critical_Habitats_2020_11_16.mxd
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors. Esri, HERE, Garmin (c) OpenStreetMap contributors, and the GIS user community; USFWS Critical Habitats, Dec. 2016; UltraSystems Environmental, Inc., 2020

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

According to the literature review, results of the CNDDB and National Wetlands Inventory data search, and project site reconnaissance, no wetlands occur in or adjacent to the project site. See **Figure 4.4-4.** Therefore, the proposed project would have no direct or indirect impacts on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state-protected wetlands or waters are anticipated through direct removal, filling, hydrological interruption, or other means. The project would have no impact in this regard.

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 project site is located within an urbanized and built-out area of the City of Commerce. The project site and surrounding areas do not support resident or migratory fish species or wildlife nursery sites. According to the findings of the literature review, results of the CNDDB, and project site reconnaissance, no established resident or migratory wildlife corridors occur on the project site or in the surrounding areas (refer to **Figure 4.4-5**). As a result, the project would not interfere substantially with or impede: (1) the movement of any resident or migratory fish or wildlife species; (2) established resident or migratory wildlife corridors; or (3) the use of wildlife nursery sites. Therefore, there would be no impact in this regard.

Figure 4.4-4
USFWS NATIONAL WETLANDS INVENTORY

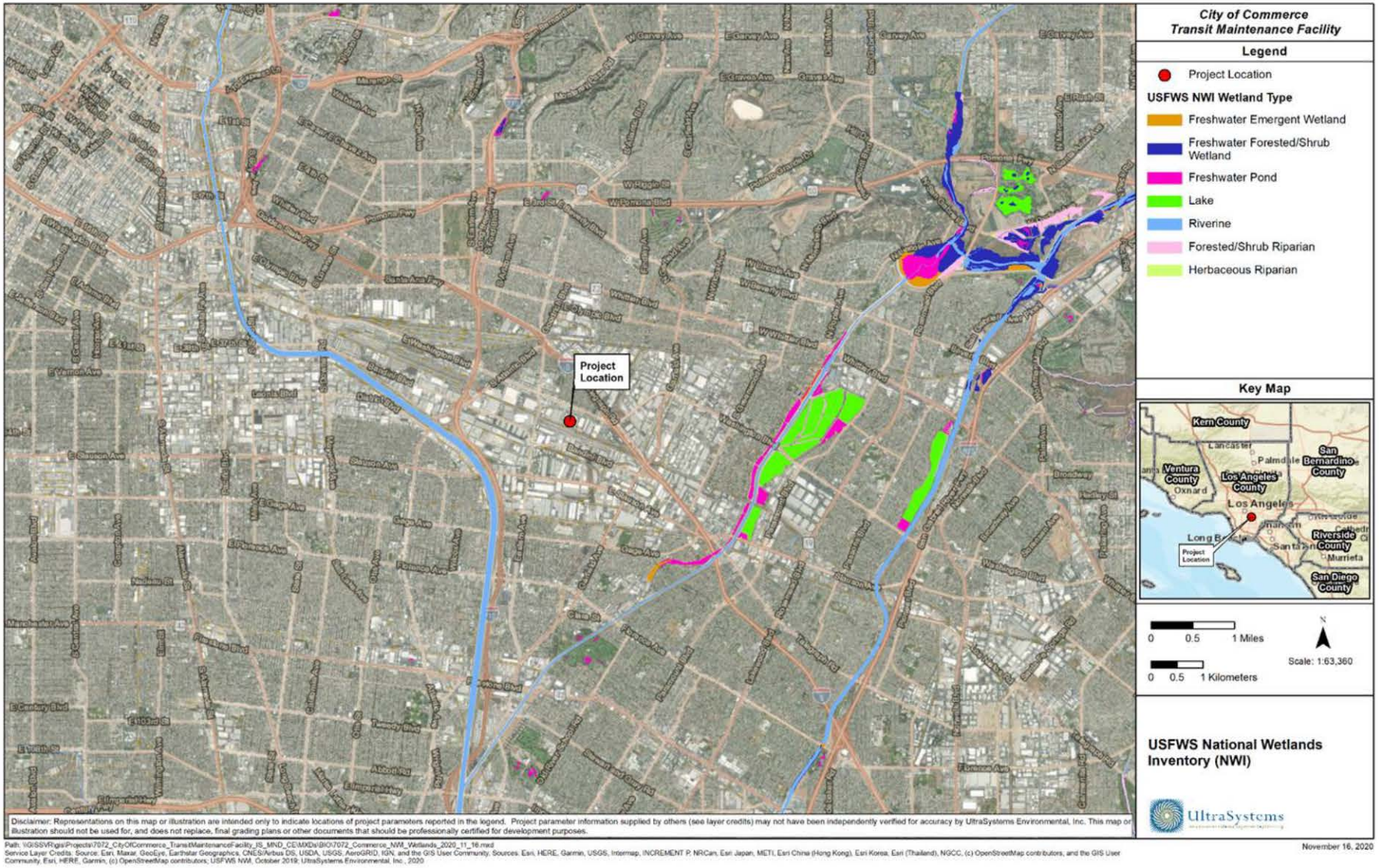
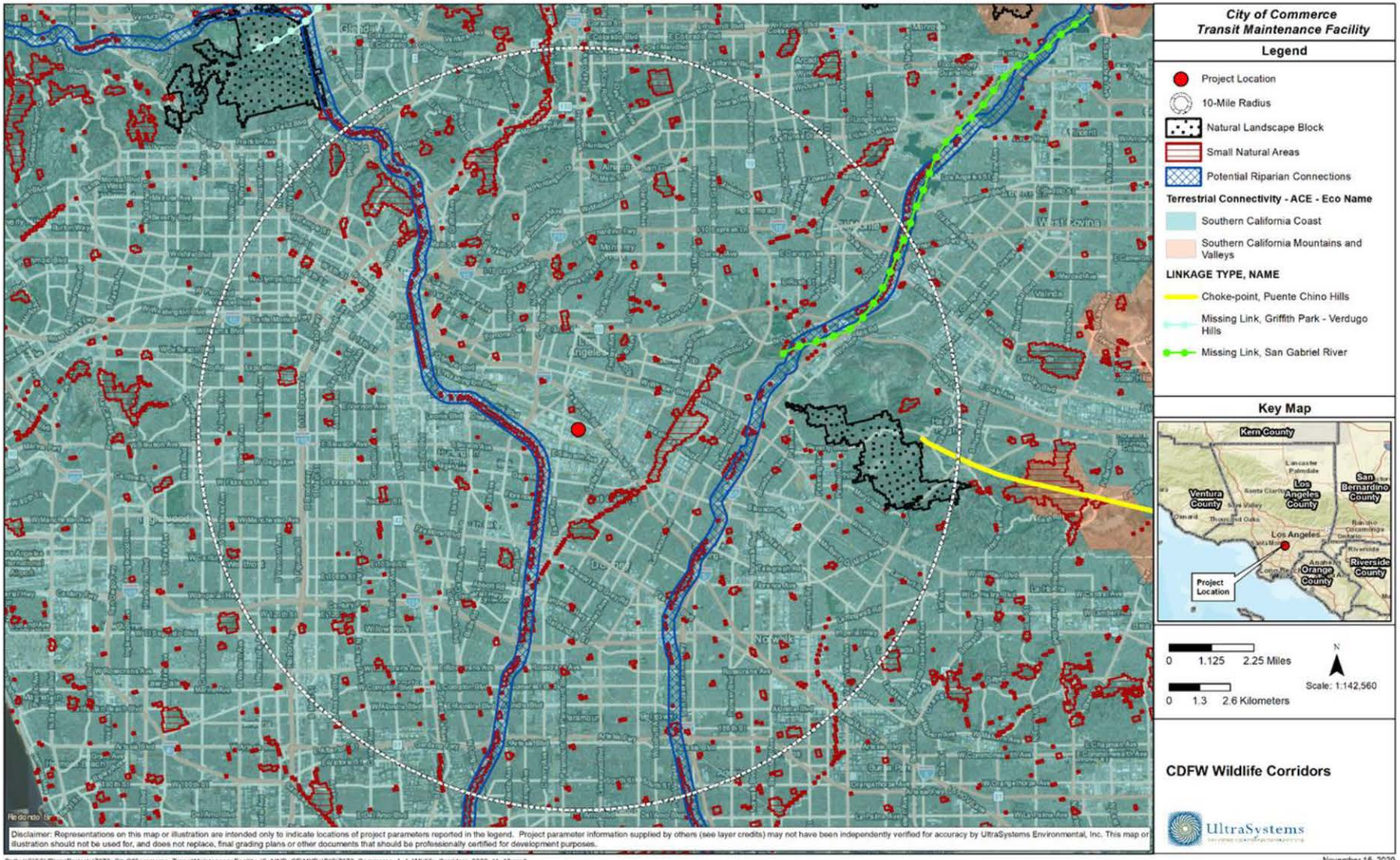


Figure 4.4-5
CDFW WILDLIFE CORRIDORS



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration; BIOS , 2008-2019; UltraSystems Environmental, Inc., 2020

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact

Eight ornamental trees remain in the southernmost corner of the TMF site; trees and other landscape vegetation along the northeast boundary of the site had been removed prior to the site visit. The City of Commerce Municipal Code § 12.06.010 defines the word tree to include any plant or vegetation that exceeds 18 inches in height (Municode, 2019). City management has restricted the types of trees that can be planted and encourages the use of drought-tolerant plants to conserve water (§ 19.19.220). Trees approved for planting are specified in the master street tree plan document. The City of Commerce requires that at least one tree be planted for every three hundred linear feet of landscaped area (§ 19.23.070).

Project landscaping would be in compliance with City of Commerce requirements for landscaping and drought-tolerant plants. The existing trees onsite would be removed but none of the trees onsite are special status trees and are not protected by City policies or ordinances. The project would not conflict with any local policies or ordinances protecting biological resources, or any tree preservation policy or ordinance. Therefore, the project would have no impact in this regard.

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 not located in a Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP) (CDFW, 2019) or near any of the Open Space elements discussed in the City of Commerce 2020 General Plan, Section 6.0 Resource Management Element (City of Commerce, 2008). Since the project site is not located within any HCPs or NCCPs and would not impact the any designated or proposed HCPs or NCCPs, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP and therefore, no impacts would occur as a result of the project.

4.5 Cultural Resources

Information from the Phase I Cultural Resources Inventory for the City of Commerce Transit Maintenance Facility (Commerce TMF) Project, City of Commerce, dated January 29, 2021 (see **Appendix C**), prepared by UltraSystems (O'Neil, Doukakis, and Tang, 2021), has been included in this section.

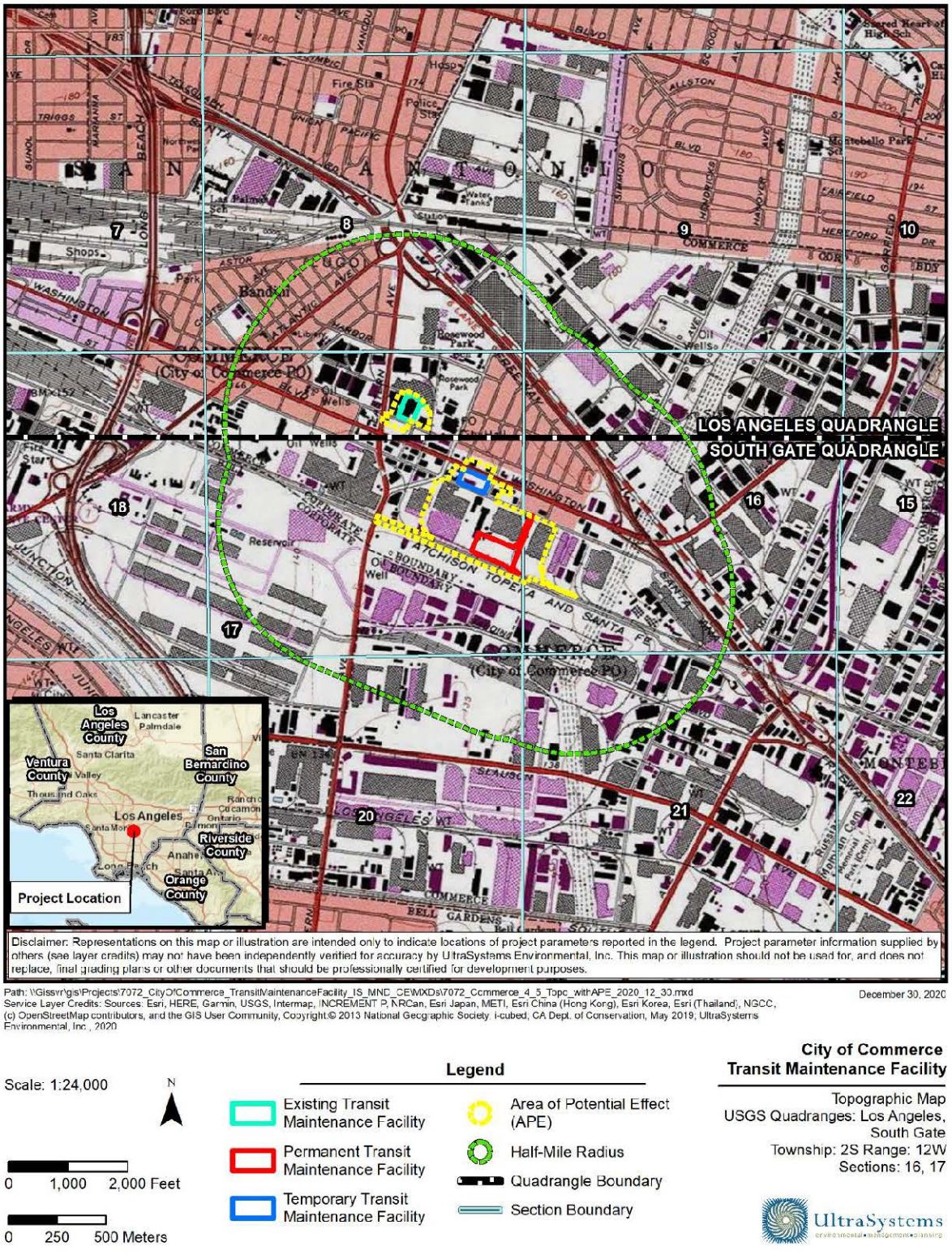
4.5.1 Impacts Associated with the Proposed Project

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		**X**		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		**X**		

4.5.2 Methodology

A cultural resources analysis was conducted for the Commerce TMF Project sites (the existing site, temporary site, and permanent site) (**Figure 4.5-1**) that included a California Historic Resources Inventory System (CHRIS) records and literature search at the Southern Central Coastal Information Center (SCCIC) located at California State University, Fullerton. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of its Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribes and tribal representatives to contact. Finally, a pedestrian survey of the project sites was completed. The SCCIC records search was conducted on December 18, 2020 and updated January 6, 2021. The NAHC request was made on November 13, 2020, and a reply was received on December 7, 2020; letters were sent to the listed tribes on December 8, 2020. The SLF search request was updated January 18, 2021. And updated letters were sent to the tribes on January 20, 2021. The pedestrian field survey of the permanent and temporary sites was conducted November 22, 2020; a pedestrian survey of the existing TMF site was conducted on January 24, 2021.

Figure 4.5-1
TOPOGRAPHIC MAP WITH APE



4.5.3 Existing Conditions

Based on the cultural resources records search, it was determined that no historic cultural resources have been previously recorded within the project site boundary. Within the 0.5-mile buffer zone, no prehistoric archaeological or historic-era cultural resources have been recorded. Section 4.1 in **Appendix C** of this document describes the cultural resources.

In the course of the pedestrian survey no prehistoric or historic resources were observed.

The Project sites are located in a fully urbanized area with commercial and industrial uses to the west, north and east and railroad yards to the south; specifically, the BNSF Citcom Yard is to the south, XPO Logistics to the west, Valley Plating Works and Extreme Logistics to the north and LK Packaging and 32 Cold (cold storage facility) to the east.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation Incorporated

A historical resource is defined in § 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in 36 CFR 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act (NHPA). Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of an historical resource as a result of a project or development is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

With the absence of any historic-era resources recorded at the SCCIC, and a negative finding of historic-era resources during the pedestrian survey, there is a low potential for any impacts on

historic resources that would be associated with the development of the project. However, the possibility exists for uncovering previously undiscovered and unexpected historic archaeological resources. Therefore, mitigation measure **CUL-1** below is required.

Mitigation Measure

MM CUL-1 If there is an unexpected discovery of historic-era resources during project subsurface construction activities, then a Secretary of the Interior qualified archaeologist shall be afforded the necessary time and funds to recover, analyze, and curate the find(s) with a local accredited repository. The archaeologist shall have authority to stop ground disturbance within 30 feet of the find until the find has been recovered. Construction activities may continue on other parts of the project site while evaluation and treatment of historical or unique archaeological resources takes place.

Level of Significance After Mitigation

With implementation of mitigation measure **CUL-1** above, potential impacts related to historic archaeological resources would be less than significant.

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 Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically recognized important prehistoric or historic event or person. The level elevation of the three project sites relative to adjacent roads and the older character of building construction in the neighborhood suggest that ground here has been moderately disturbed, with the native surface soil remaining. The cultural resources investigation conducted by UltraSystems, which included a CHRIS records search of the project sites and buffer zone, a search of the SLF by the NAHC, and pedestrian field survey, leads to the conclusion that it is unlikely that undisturbed unique archaeological resources exist on the project sites.

The cultural resources records search conducted at the SCCIC determined that there are no known prehistoric cultural resource sites or isolates recorded within the 0.5-mile radius buffer zone of the area of potential effect (APE) of the project boundary. The result of the pedestrian survey was negative for prehistoric sites and isolates, and also negative results for historic sites and resources.

According to records at the SCCIC, no previous cultural resource surveys have included a portion of the project area. Fourteen surveys have been conducted within the 0.5-mile radius project buffer but not within the project APE (see Table 4.5-2 in **Appendix C**). As noted above, none of these surveys recorded prehistoric or historic cultural resources within the project boundary.

A NAHC SLF search was conducted on and within a 0.5-mile buffer around the project sites. The NAHC letter of December 7, 2020 indicated that no records documenting the presence of traditional cultural

properties within this area exist. With the later addition of the existing TMF to the project scope in mid-December, an updated request was sent to the NAHC on January 18, 2021; the Commission's reply of February 1, 2021 also showed a negative SLF search and a list of the seven tribal contacts as before. Representatives of all the seven Native American tribes were contacted requesting a reply if they have knowledge of cultural resources in the area that they wished to share, and asking if they had any questions or concerns regarding the project. These tribes are:

- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrieleno-Tongva Tribe
- Gabrielino Tongva Indians of California Tribal Council
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

UEI prepared letters to each of the seven tribal contacts describing the project and a map showing the project's location, requesting a reply if they have knowledge of cultural resources in the area, and asked if they had any questions or concerns regarding the project (see **Appendix C**, **Attachment C**). On December 8, 2020, Mr. O'Neil mailed letters with accompanying maps to all seven tribal contacts, and also emailed identical letters and maps to each of the tribal contacts for which email addresses were known (6), as well as sending facsimiles on December 8, 2020 to the four tribes with facsimile capability. There were no replies from any of the seven tribal organizations within a thirty-day period.

Following up on the initial letter and email contacts, telephone calls were conducted by Archaeological Intern Katherine Gendron on January 8, 2021, to complete the outreach process following the 30-day period when replies could be made. These calls were to the seven tribal contacts who had not already responded to UEI mailing and email. Five of the telephone calls were placed with no answer and so messages were left describing the project and requesting a response. These were to Mr. Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation; Ms Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation; Mr. Robert Dorame, Chairperson of the Gabrielino Tongva Indians of California Tribal Council, Mr. Charles Alvarez of the Gabrieleno-Tongva Tribe, and Mr. Scott Cozart, Chairperson of the Soboba Band of Luiseño Indians. During the call to Chairperson Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, he stated that even though the [project] site has no prehistoric sites in the area, the land still holds significance to the tribe; "Because the project area is close to the Los Angeles River, and wherever there is water there are always living creatures and people; because people flock to water resources. So even though there is not prehistoric record showing that still does not mean there is not any." Chairperson Morales recommended both an archaeological and a Native American monitor observe construction excavations, and asked that his tribe be included in notifications of project progress. During the call to Lovina Redner, Tribal Chair of the Santa Rosa Band of Cahuilla Indians., the tribal administrator Vanessa Menot answered that the project area is not within the Santa Rosa Band of Cahuilla Indians' traditional territory and did not have any comments. (See **Appendix C**, **Attachment C.**)

UEI prepared another set of outreach letters to the seven tribal contacts describing the updated project sites and their locations with an updated map showing the project's location, requesting a reply if they have knowledge of cultural resources in the area, and asked if they had any questions or concerns regarding the project (see **Appendix C**, **Attachment C**). On January 20, 2021, Mr. O'Neil mailed letters with accompanying maps to all seven tribal contacts, and also emailed identical letters

and maps to each of the tribal contacts for which email addresses were known, as well as sending facsimiles on January 21, 2021 to the four tribes with facsimile capability.

The result of the pedestrian survey was negative for both prehistoric sites and isolates on the three project sites. Based on the results of the records search, tribal consultation, and the onsite field survey, it is unlikely that prehistoric cultural resources or tribal resources would be adversely affected by construction of the project. However, grading activities associated with development of the project permanent TMF site would cause new subsurface disturbance and could potentially result in the unanticipated discovery of archaeological resources.

Mitigation Measure

MM CUL-2 If prehistorical and/or historical archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City of Commerce Transportation Department. A Secretary of the Interior qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s) at a local accredited repository. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue in other parts of the disturbance area while evaluation and treatment of historical or unique archaeological resources takes place.

Level of Significance After Mitigation

With implementation of mitigation measure **CUL-2** above, potential impacts related to archaeological resources would be less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation Incorporated

As previously discussed in **Section 4.5 b)**, the project would be built within a previously developed urban landscape including existing commercial buildings and vacant lots. No human remains have been previously identified or recorded onsite. It is unlikely that undisturbed unique archaeological resources exist on the three project sites. The project proposes grading activities/ground disturbance for the implementation of infrastructure that includes water, sewer and utility lines. Grading, trenching and excavation activities associated with development of the temporary and permanent project sites would cause new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unanticipated discovery, implementation of mitigation measure **CUL-3** and adherence to all applicable codes and regulations would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 identifies procedures for the discovery of human remains. CEQA § 15064.5 indicates the process for determining the significance of impacts on archaeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts.

Mitigation Measure

MM CUL-3: If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With implementation of mitigation measure **CUL-3** above, potential impacts related to human remains would be less than significant.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

and

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Both construction and operation of the project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include: (1) building materials and fuel for project construction; (2) fuel and other energy resources for project operation; and (3) consumption of materials used in motor vehicle maintenance.

During project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction activities, such as demolition, grading, building new structures and paving, typically do not consume natural gas. Project construction would consume energy in the form of petroleum-based fuels associated with the use of offroad construction vehicles and equipment on the project site, construction worker travel to and from the project site, and the delivery of materials and hauling solid waste from the project site.

During project operation, energy would be consumed at the facility for multiple purposes, including bus and other motor vehicle maintenance activities, heating, air conditioning, appliances, and use of electronics. Energy would also be consumed during project operations related to water usage, solid waste disposal, and vehicle trips. As discussed in **Section 4.3.6** and elsewhere, onroad energy use by buses, vans and other City-owned vehicles was not included; expansion of their onroad activities is not part of the "project" analyzed here.

The analysis also excluded operation of the temporary TMF. A preliminary analysis of the temporary TMF indicated that its vehicle miles traveled (VMT) would be less than those from the permanent TMF and its per-employee natural gas and electricity use would be slightly higher. However, the temporary facility will operate for only a few years, while the permanent facility could be in use for decades. Because the significance criteria emphasize consideration of long-term consequences of the project's energy resource consumption, the impacts of the permanent facility deserve a higher consideration.

Energy use for facility operations was estimated with the CalEEMod program, which is discussed in **Section 4.3.6** and elsewhere in this document. Vehicle miles traveled (VMT) values were calculated from City projections of TMF employee numbers and were used as a surrogate for energy from consumption of transportation fuels. While a variety of factors govern the relationship between VMT and fuel energy, in general an increase in VMT results in an increase in motor vehicle energy use.

Table 4.6-1 shows the results of this analysis. Natural gas use and electricity consumption would decrease, presumably because the project would comply with all applicable regulations and codes, such as the California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings and Title 24 Part 11: California Green Building Standards Code (CalGreen Code). Both of these require achievement of various levels of energy efficiency in building construction, design and operation. VMT would increase, primarily because the number of employees commuting to work would increase.

Estimated energy use per employee at the existing and permanent TMFs is shown in **Table 4.6-2**. VMT, being proportional to the number of employees, would not change. Natural gas and electricity use per employee both decrease by about 29%. This indicates more efficient energy use.

In any event, the project will consume energy, including that from irreplaceable fossil fuels, for a public benefit: increased public transportation services. This energy consumption would not be "wasteful, inefficient, or unnecessary." Under significance criterion **a)**, impacts would be less than significant.

Regulations and codes described above limit the amount of energy consumed by new development. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources. The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project. However, continued use of such resources is consistent with the anticipated growth within the City of Commerce and would not result in energy consumption requiring a significant increase in energy production. Furthermore, the project is consistent with the City of Commerce General Plan in that it would enable expansion of the city's public transit services and, by keeping motor vehicles well-maintained, reduce energy use (City of Commerce, 2009, p. 173). Finally, as noted above the project would result in more efficient use of natural gas and electricity. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Under significance criterion **b)**, impacts would be less than significant.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Existing	Permanent TMF	Change	Percent Change
Onroad Motor Vehicle Travel	Vehicle Miles Traveled per Year	124,357	161,790	37,433	30.0
Natural Gas Use	1,000 BTU per year	569,943	524,799	(45,144)	(7.9)
Electricity Use	Kilowatt-hours per year	230,431	212,179	(18,252)	(7.9)

Table 4.6-2
ESTIMATED PER-EMPLOYEE OPERATIONAL ENERGY USE

Energy Type	Units	Existing (Per Employee)	Permanent TMF (Per Employee)	Change(Per Employee)	Percent Change
Onroad Motor Vehicle Travel	Vehicle Miles Traveled per Year	2,487	2,489	2[a]	0.08[a]
Natural Gas Use	1,000 BTU per year	11,399	8,074	(3,325)	(29.2)
Electricity Use	Kilowatt-hours per year	4,609	3,264	(1,345)	(29.2)

[a]These values are actually zero; discrepancies are due to differential rounding by CalEEMod in different model runs.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				**X**
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

The information in this Section is based on the Geotechnical Investigation Report, Commerce Municipal Bus Lines Transit Maintenance Facility, 5926 Sheila Street, Commerce, California completed by Nova Services, Inc. on January 4, 2021; a complete copy of this Report is included as Appendix D to this Initial Study.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code Sections 2621 et seq.) requires the state geologist to delineate earthquake fault zones along faults that are "sufficiently active" and "well defined." The act requires that cities and counties withhold development permits for sites in an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. Active faults are those showing surface expression of displacement within about the last 11,700 years.

No active faults or Alquist-Priolo Earthquake Fault Zones are in or next to either the temporary or permanent project sites. The nearest active fault to the project sites mapped by the California Geological Survey is the East Montebello Fault approximately 5.4 miles to the northeast.[14] The nearest Alquist-Priolo Earthquake Fault Zone to the project sites is along the East Montebello Fault, also approximately 5.4 miles to the northeast (CGS, 2020). Project development would not cause hazards arising from surface rupture of a known active fault, and no impact would occur. No mitigation is needed.

ii) Strong seismic ground shaking?

Less than Significant Impact

The project sites are in a seismically active region, and strong ground shaking is likely to occur on the sites during the design lifetime of the permanent TMF. **Figure 4.7-1** shows regionally active faults in the project area. **Figure 4.7-2** shows the location of Alquist Priolo fault zones in relation to the proposed project location. The estimated peak ground acceleration at the two TMF sites is 0.87g, where g is the acceleration of gravity. Ground acceleration of 0.87g correlates with intensity IX on the Modified Mercalli Intensity (MMI) Scale (Wald et. al., 1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air. In an intensity IX earthquake, damage is considerable in specially designed structures, and well-designed frame structures are thrown out of plumb. Damage is great in substantial buildings, with partial collapse; and buildings are shifted off foundations (USGS, 2020).

[14] The geotechnical investigation report identifies a second active fault, the Santa Fe Springs Section of the Puente Hills Blind Thrust Fault System, located approximately 6.2 miles south of the site. However, blind thrust faults are not expressed at the earth's surface and thus are not relevant to surface rupture of a fault.

Figure 4.7-1
REGIONALLY ACTIVE FAULTS

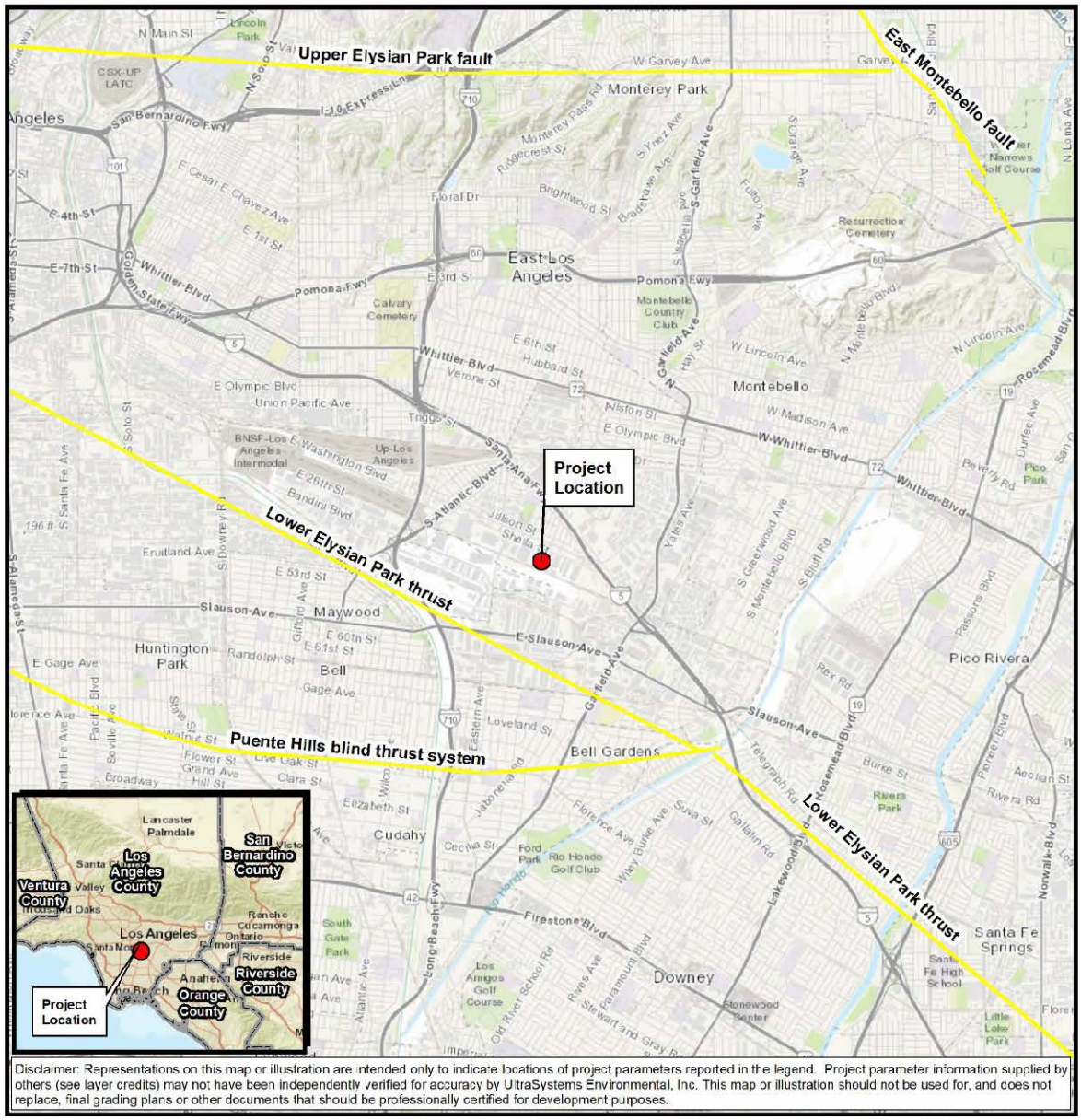


Figure 4.7-2
ALQUIST-PRIOLO FAULT ZONES

The Geotechnical Investigation Report prepared for the proposed project includes seismic design parameters pursuant to the 2019 California Building Code that must be used in the design and construction of the proposed permanent and temporary TMFs. Structures for human occupancy must be designed to meet or exceed 2016 California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the sites. After compliance with the seismic design parameters and CBC seismic safety requirements, development of the two TMFs would not exacerbate hazards from strong ground shaking, and impacts would be less than significant. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The temporary and permanent TMF project sites are in a Zone of Required Investigation for liquefaction designated by the California Geological Survey. The two TMF sites have no potential for liquefaction due to sediments under the sites consisting of denser sands and stiff fine-grained soils; and the depth to groundwater under the sites, which is greater than 60 feet below ground surface (bgs) and believed to be approximately 100 feet bgs. Therefore, impacts arising from liquefaction would be less than significant, and no mitigation is needed.

iv) Landslides?

No Impact

Landslides occur when the stability of the slope changes from a stable to an unstable condition. A change in the stability of a slope can be caused by several factors, acting together or alone. Natural causes of landslides include groundwater (pore water) pressure acting to destabilize the slope, loss of vegetative structure, erosion of the toe of a slope by rivers or ocean waves, weakening of a slope through saturation by snow melt or heavy rains, earthquakes adding loads to barely stable slope, earthquake-caused liquefaction destabilizing slopes, and volcanic eruptions.

Figure 4.7-3 depicts zones of required investigation for landslide and liquefaction in relation to the project sites. The project sites and surroundings are nearly flat, with a southwest slope of approximately 0.3 percent grade. Project development on the temporary TMF site and the permanent TMF site would not exacerbate landslide hazards, and no impact would occur.

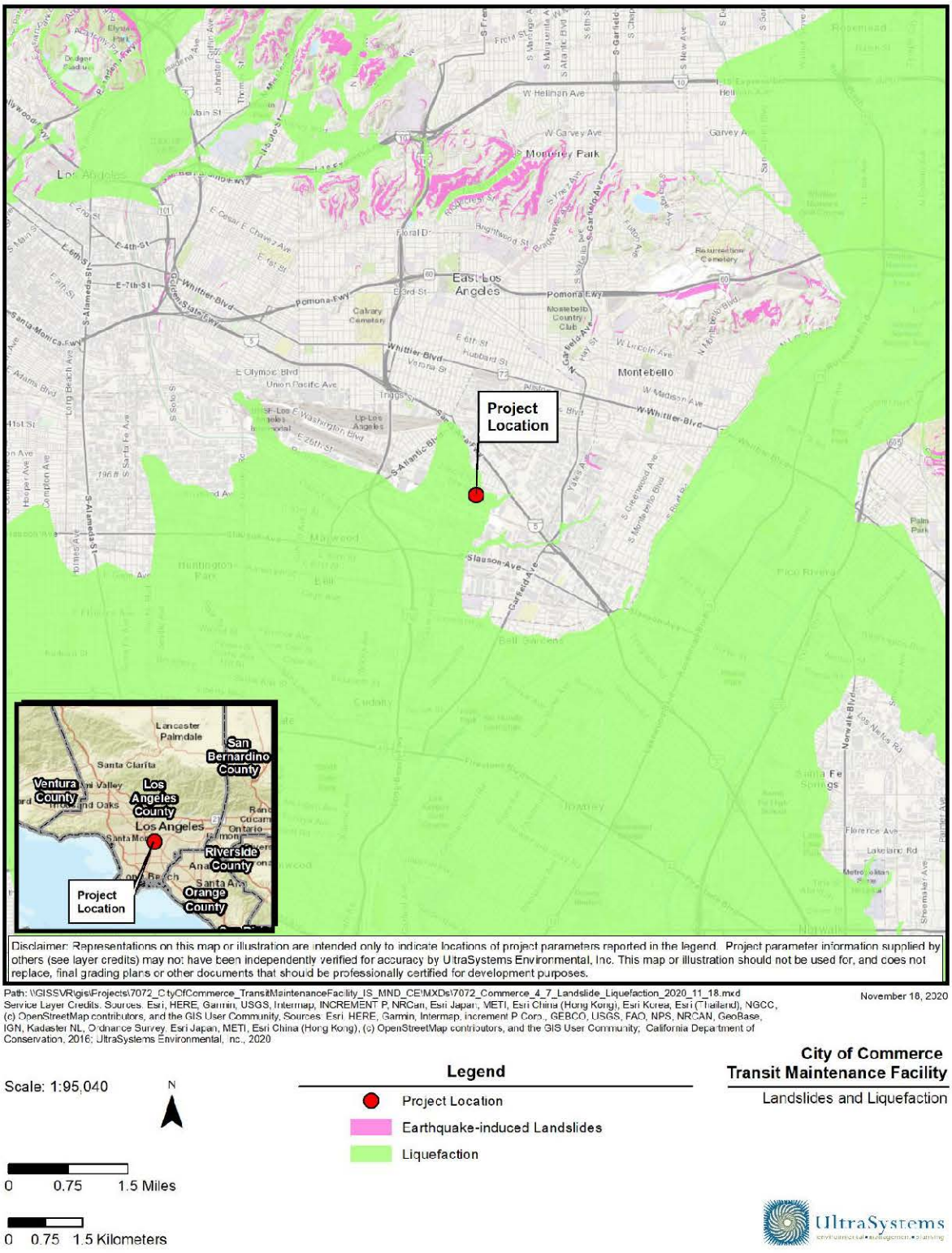
b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

The two project sites are fully developed. The permanent TMF site consists of buildings, an SCE substation, a CNG fueling facility, surface parking lots, and landscaping. The temporary TMF site contains metal buildings/structures and pavement.

Construction of the project may result in a small amount of erosion during the demolition and construction phases on both the temporary and permanent TMF sites when the underlying soil is

Figure 4.7-3
LANDSLIDES AND LIQUEFACTION



exposed to wind and water. Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Construction impacts would be less than significant after preparation and implementation of the project SWPPP for both the temporary and permanent TMF sites.

Post-construction, the permanent TMF project site will be entirely paved except for landscaped areas. These areas will be vegetated, and the soil stabilized, before construction is complete. No landscaping is proposed for the temporary TMF site, which would consist entirely of buildings and hardscape.; Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and mitigation is not proposed. The project would have a less than significant impact regarding soil erosion or the loss of topsoil.

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 permanent and temporary TMF sites are underlain by artificial fill generally consists of reddish brown, sandy silty clay to clayey sand, to a depth of about 7.5 feet bgs; underlain by Quaternary young alluvium consisting of interfingered silts, sands, and clays, to the maximum explored depth of 66.5 feet bgs (Nova Services, 2021, p. 23).

Liquefaction and Lateral Spreading

No potential for liquefaction is present in sediments under either project site, as substantiated above in Section 4.7.a.iii., lateral spreading is the rapid downslope movement of surface sediment, in a fluid-like flow, due to liquefaction in a subsurface layer. There is no potential for lateral spreading on either the temporary or permanent TMF site due to the absence of potential for liquefaction and the relatively flat surrounding topography.

Landslides

Project development on the project sites would not exacerbate landslide hazards, as substantiated above in Section 4.7.a.iv.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. Artificial fill soil under the project sites may have been mechanically densified and are not collapsible.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The project sites are not in an area of land subsidence mapped by the California Department of Water Resources or the US Geological Survey (DWR, 2020; USGS, 2020). Project development on both sites would not

exacerbate hazards from ground subsidence, and impacts would be less than significant. No mitigation is needed.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact

Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Soils with expansion indices over 20 are considered expansive per 2019 California Building Code Section 1803.5.3. The predominantly silty artificial fill soils on both project sites have little expansion potential; therefore, impacts in this regard would be less than significant and no mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact

The proposed project would not include septic tanks or alternative wastewater disposal systems at either project site. Thus, no impacts associated with septic tanks or alternative wastewater disposal systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated

The project site is entirely encompassed by a single geological deposit (Saucedo et al., 2016). The project site is underlain by early Holocene Young Alluvium Deposits, Unit 3 (Qya3). This deposit consists of unconsolidated deposits of gravel, sand, and silt with some instances of boulders and dates to the early Holocene (12,000 to 7,000 ybp). This deposit type, along with Qya2, is characteristic of the Los Angeles River bed.

A record search conducted by the Los Angeles County Museum of Natural History paleontology department indicated that there have been no paleontological resources located in the project area. The nearest specimens have been unspecified invertebrates 12 miles to the southwest, fossil horse remains seven miles to the north, and various small animal fossils (fish, snake rodents and rabbit fossils) five miles to the north (Bell, 2020: pp.1-2). These specimens are all located within Pleistocene deposits different and older than the Qya3 deposits at the project site. Previously, deposits of younger Quaternary Alluvium have been described as "... typically do not contain significant vertebrate fossils, at least in the uppermost layers…" (McLeod, 2019: p. 1). Therefor excavations or grading that extend into the uppermost layers of soil and younger Quaternary sediments in the proposed project area are unlikely to encounter significant fossil vertebrate remains.

The locations of the two proposed buildings on the permanent TMF site are within the footprint of the CREF. Soil on the permanent TMF site was previously disturbed during construction of the CREF. Soil was disturbed to construct the existing development on the temporary TMF site; thus, no intact fossils are expected to be present in shallow soils on either site. In addition, ground disturbance for

placement of cargo containers, and paving, on the temporary TMF site is unlikely to involve ground disturbances deeper than were conducted for construction of the existing development on that site. Therefore, impacts to paleontological resources by construction of the temporary TMF are unlikely. The project site is in the Los Angeles Basin, a broad coastal plain. No unique geological features are onsite, and project development would not destroy such a feature.

Grading and excavation activities associated with development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of paleontological resources. Mitigation measure **GEO-1** is required to ensure the project would have a less than significant impact regarding paleontological resources.

Mitigation Measure

MM GEO-1: If paleontological resources are uncovered during construction activities, the contractor shall halt construction activities in the immediate area and notify the City of Commerce. The city shall then retain an on-call paleontologist. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that may be in the area.

Level of Significance After Mitigation

With implementation of mitigation measure **GEO-1**, potential impacts to paleontological resources would be reduced to a less than significant level.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

4.8.1 Background Information on Greenhouse Gas Emissions

Constituent gases that trap heat in the Earth's atmosphere are called GHGs, analogous to the way a greenhouse retains heat. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which would otherwise have escaped into space. Without the natural heat-trapping effect of GHG, the earth's surface would be about 34°F cooler (California Environmental Protection Agency, 2006, p. 7). This natural phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate. However, anthropogenic emissions of these GHGs in excess of natural ambient concentrations are responsible for the enhancement of the "greenhouse effect" and have led to a trend of unnatural warming of the Earth's climate, which is known as global warming or climate change, or more accurately global climate disruption. Emissions of these gases that induce global climate disruption are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors.

GHGs are defined under the California Global Warming Solutions Act of 2006 (AB 32) as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6). Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CH_4 and N_2O are 25 and 298, respectively (GMI, 2018). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products. HFCs, PFCs, and SF_6 are not emitted in significant amounts by project sources, so they are not discussed further.

Carbon Dioxide (CO_2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO_2 is produced when an organic carbon compound (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid-1700s, industrial activities have increased in scale and distribution. Prior to the industrial revolution, CO_2 concentrations were stable at a range of 275 to 285 ppm (IPCC, 2007a). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that global concentration of CO_2 was 403.96 ppm in

October 2017 (NOAA, 2018). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4). Methane is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and is the main constituent of natural gas, a fossil fuel. CH_4 is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O). Nitrous oxide is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests. Manmade sources of N_2O include the use of fertilizers in agriculture, nylon and nitric acid production, cars with catalytic converters and the burning of organic matter. Concentrations of N_2O also began to rise at the beginning of the industrial revolution.

4.8.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the ARB regulates at the state level; and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level in the project area.

Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

Before January 20, 2017, the USEPA was implementing regulatory initiatives such as mobile source GHG emission standards and the Clean Power Plan; partnering with the private sector through voluntary energy and climate programs; and reducing USEPA's carbon footprint with the federal GHG requirements and USEPA's Strategic Sustainability Performance Plan. The recently concluded Trump administration had a different strategy in relation to climate change and took the USEPA in a new direction (USEPA, 2017). Executive Order on Energy Independence (WH, 2017) specifically addressed revisions in the Clean Power Plan and standards of performance for GHGs for new stationary sources; CH_4 standards for the oil and gas sector; and light-duty vehicle GHG standards. On January 20, 2021, President Biden issued Executive Order 13990 (White House, 2021), which rescinded the Executive Order on Energy Independence, along with several other executive orders concerning energy, climate, and environmental protection. Among the stated goals of Executive Order 13990 are “to reduce greenhouse gas emissions” and “to bolster resilience to the impacts of climate change.” Various federal agencies are restoring prior regulations and developing new ones to further these policies.

State Regulations

Executive Order S 3-05

On June 1, 2005, the governor issued Executive Order (EO) S 3-05, which set the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels;
- By 2050, reduce GHG emissions to 80% below 1990 levels.

To meet these targets, the Climate Action Team (CAT)[15] prepared a report to the Governor in 2006 that contains recommendations and strategies to help ensure the targets in EO S-3-05 are met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming to reduce emissions of GHGs. AB 32 also requires that by January 1, 2008, the ARB must determine what the statewide GHG emissions level was in 1990, and it must approve a statewide GHG emissions limit, so it may be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007 in its Staff Report. Therefore, in 2020, emissions in California are required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or (BAU)" scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year as noted below. It was estimated that the 2020 estimated BAU of 596 $MMTCO_2e$ would have required a 28% reduction to reach the 1990 level of 427 $MMTCO_2e$.

Climate Change Scoping Plan

The Scoping Plan released by the ARB in 2008 (ARB, 2008) outlined the state's strategy to achieve the AB 32 goals. This Scoping Plan, developed by ARB in coordination with the CAT, proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health. It was adopted by ARB at its December 2008 meeting. According to the Scoping Plan, the 2020 target of 427 $MMTCO_2e$ requires the reduction of 169 $MMTCO_2e$, or approximately 28.3%, from the state's projected 2020 BAU emissions level of 596 $MMTCO_2e$.

In August 2011, the Scoping Plan was re-approved by the Board and includes the Final Supplement to the Scoping Plan Functional Equivalent Document (ARB, 2011). This document includes expanded analysis of project alternatives and updates the 2020 emission projections by considering updated

15 The Climate Action Team (CAT) members are state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency (Cal/EPA). They coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.

economic forecasts. The updated 2020 BAU estimate of 507 $MMTCO_2e$ yielded that only a 16% reduction below the estimated new BAU levels would be necessary to return to 1990 levels by 2020. The 2011 Scoping Plan expands the list of nine Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Plan.

In May 2014, ARB developed, in collaboration with the CAT, the First Update to California's Climate Change Scoping Plan (Update) (ARB, 2014), which shows that California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32. In accordance with the United Nations Framework Convention on Climate Change, ARB has mostly transitioned to the use of the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report (AR4)'s 100-year GWPs (IPCC, 2007b) in its climate change programs. ARB recalculated the 1990 GHG emissions level with the AR4 GWPs to be 431 $MMTCO_2e$; therefore the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 $MMTCO_2e$ in the initial Scoping Plan.

In November 2017, ARB published the 2017 Scoping Plan (ARB, 2017) which builds upon the former Scoping Plan and Update by outlining priorities and recommendations for the State to achieve its 2030 GHG target of a 40 % reduction in GHGs by 2030, compared to 1990 levels. The major elements of the framework proposed are enhancement of the Renewables Portfolio Standard (RPS) and the Low Carbon Fuel Standard; a Mobile Source Strategy, Sustainable Freight Action Plan, Short-Lived Climate Pollutant Reduction Strategy, Sustainable Communities Strategies, and a Post-2020 Cap-and-Trade Program; a 20% reduction in GHG emissions from the refinery sector; and an Integrated Natural and Working Lands Action Plan.

Renewables Portfolio Standard (Scoping Action E-3)

The California Energy Commission estimates that in 2000 about 12% of California's retail electric load was met with renewable resources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. California's current RPS is intended to increase that share to 33% by 2020.[16] Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. Most recently, Governor Brown signed into legislation Senate Bill (SB) 350 in October 2015, which requires retail sellers and publicly-owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030.

Senate Bill 375 (SB 375)

SB 375 was signed by the governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions and is responsible for over 40% of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30%. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation also are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

16 This goal was surpassed in 2018.

Executive Order B-30-15

On April 29, 2015, the Governor issued EO B-30-15, which added an interim target of GHG emissions reductions to help ensure that the state meets its 80% reduction by 2050, as set in EO S-3-05. The interim target is reducing GHG emissions by 40% by 2030. It also directs state agencies to update the Scoping Plan, update the Adaptation Strategy every three years, and take climate change into account in agency planning and investment strategies. Additionally, it requires the state's Five-Year Infrastructure Plan to take current and future climate change impacts into account in all infrastructure projects.

City of Commerce

The City of Commerce does not have a Climate Action Plan, an energy conservation plan, or any applicable greenhouse gas provisions in its General Plan.

4.8.3 Thresholds of Significance

Neither the City, the SCAQMD nor the State CEQA Guidelines Amendments has adopted specific quantitative thresholds of significance for addressing a project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of GHG emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD Board adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans (SCAQMD, 2008). The Interim Guidance uses a tiered approach to determining significance. Although this Interim Guidance was developed primarily to apply to stationary source/industrial projects where the SCAQMD is the lead agency under CEQA, in absence of more directly applicable policy, the SCAQMD's Interim Guidance is often used as general guidance by local agencies to address the long-term adverse impacts associated with global climate change.

The threshold selected for this analysis is **Tier 3 - 90 Percent Capture Rate Emission Thresholds.** A 90% emission capture rate means that 90% of total emissions from all new or modified projects would be subject to CEQA analysis. For Tier 3, the SCAQMD presents lead agencies with two options: Option #1 – separate numerical thresholds for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year); and Option #2 – a single numerical threshold for all non-industrial projects of 3,000 MT CO_2e per year. The SCAQMD staff's proposal was to recommend the use of option #2, but to allow lead agencies to choose Option #1 if they prefer that approach.

The present analysis uses **3,000 MT of CO_2e per year** (option #2) as the significance threshold under the first impact criterion above.

4.8.4 Impact Analysis

Methodology

GHG emissions come from both the construction and operation of the project. Construction of the Project would result in temporary emissions of GHGs and would result from fuel combustion and exhaust from construction equipment and vehicle traffic (i.e., worker commute and delivery truck trips), and grading and site work. Long-term operational GHG emissions will come from mobile sources; area sources, such as landscaping; and indirect emissions from energy use, water supply, wastewater, and solid waste. Detailed summaries of the assumptions and model data used to estimate the project's GHG emissions are provided in **Appendix B**.

One-time GHG emissions are those construction emissions do not reoccur over the life of the project. The major construction phases included in this analysis are demolition, grading, building construction, paving, and architectural coating. Emissions are from off-road construction equipment and on-road vehicles such as worker and vendor commuting and trucks for material and equipment hauling.

Other GHG emissions would occur every year after buildout. GHGs are emitted from buildings because of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions when associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are indirect emissions. Indirect GHG emissions also result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. In addition, indirect GHG emissions associated with waste that is disposed of at a landfill using waste disposal rates by land use and overall composition are included.

Temporary construction and long-term operational GHG emissions from the project's onsite and offsite activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2 (BREEZE Software, 2017). CalEEMod is a planning tool for estimating emissions related to land use projects. Model-predicted annual project emissions are compared with applicable thresholds to assess regional air quality impacts. Operational emissions are estimated using CalEEMod and consider area emissions, such as space heating, from energy use associated with land uses, and from the vehicle trips associated with the land uses. To assess the overall lifetime project GHG emissions, the SCAQMD developed an Interim Guidance (SCAQMD, 2008) that recommends that construction emissions should be amortized over the life of the project, defined in the guidance as 30 years. Annualized GHG emissions are then added to the operational emissions and the sum is compared to the applicable interim GHG significance threshold.

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

Construction

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be

consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, and offsite hauling and construction worker trips. All GHG emissions are identified on an annual basis.

Estimated GHG emissions from the project's onsite and offsite project construction activities were calculated using CalEEMod, Version 2016.3.2, and using custom spreadsheets for situations for which CalEEMod is unsuitable. (See **Section 4.3.6** and **Appendix B**.)

The results of this analysis are presented in **Table 4.8-1**. Total construction GHG emissions would be **487 metric tons**. Consistent with SCAQMD recommendations and to ensure that construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period. The amortized value, **16.2 tonnes**, has been added to the project's annual operational GHG emissions. (See below.)

Table 4.8-1
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS

Year	Annual Emissions (tonnes of CO_2e)			
	Off-Road	On-Road Hauling, Vendors, etc.	On-Road Worker Commuting	Total CO_2e
2023	78.4	5.3	4.8	88.5
2025-2027	335.5	31.8	31.0	398.3
Total	**413.9**	**37.1**	**35.8**	**486.8**

Operational GHG Emissions

GHG emissions from the existing facility on Jillson Street were defined as the baseline for the analysis; increases in emissions from this baseline are the impacts. The results of these calculations are presented in **Tables 4.8-2** through **4.8-4**. Total annual unmitigated CO_2e emissions from the permanent TMF would be **242.9 tonnes per year**. Energy production and mobile sources account for about 71% of these emissions.[17] The increase above baseline emissions would be 9.3 tonnes. This is less than the aforementioned significance criterion of **3,000 MT of CO_2e per year**. Therefore, under the first significance criterion, GHG emissions would be **less than significant**, and no mitigation is necessary.

17 Not counting annualized construction emissions.

Table 4.8-2
PROJECT OPERATIONAL GHG EMISSIONS (BASELINE)

Emissions Source	Estimated Baseline CO_2e Emissions (Metric Tons per Year)
Area Sources	0.0007
Energy Demand (Electricity & Natural Gas)	104.27
Mobile (Motor Vehicles)	57.20
Solid Waste Generation	52.39
Water Demand	19.76
Total	***233.6***

*CalEEMod outputs are provided in **Appendix B** to this Draft IS/MND.*

Table 4.8-3
PROJECT OPERATIONAL GHG EMISSIONS (TEMPORARY TMF)

Emissions Source	Estimated Baseline CO_2e Emissions (Metric Tons per Year)
Area Sources	0.0023
Energy Demand (Electricity & Natural Gas)	108.37
Mobile (Motor Vehicles)	54.18
Solid Waste Generation	54.44
Water Demand	20.54
Construction Emissions [a]	16.2
Total	***253.7***
Change in Total from Baseline	***20.1***

*CalEEMod outputs are provided in **Appendix B** to this Draft IS/MND.*
[A]Total construction GHG emissions were amortized over 30 years and added to the operation of the Project.

Table 4.8-4
PROJECT OPERATIONAL GHG EMISSIONS (PERMANENT TMF)

Emissions Source	Estimated Baseline CO_2e Emissions (Metric Tons per Year)
Area Sources	0.0007
Energy Demand (Electricity & Natural Gas)	96.02

Emissions Source	Estimated Baseline CO_2e Emissions (Metric Tons per Year)
Mobile (Motor Vehicles)	64.22
Solid Waste Generation	48.24
Water Demand	18.20
Construction Emissions [a]	16.2
Total	***242.9***
Change in Total from Baseline	***9.9***

*CalEEMod outputs are provided in **Appendix B** to this Draft IS/MND.*
[A]Total construction GHG emissions were amortized over 30 years and added to the operation of the Project.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact

The City of Commerce does not have a climate action plan or other plan, policy or regulation designed to reduce emissions of greenhouse gases. However, several provisions of the air quality element of the City of Commerce 2020 General Plan (City of Commerce, 2009, p. 173) would, if implemented, reduce those emissions. These include:

Air Quality Policy 2.1. The city of Commerce will require that developers of high density and mixed-use developments consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.

Air Quality Policy 2.3. The city of Commerce will adopt and implement codes that encourage community centers, telecommuting programs, and home-based businesses.

Air Quality Policy 2.4. The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans).

Air Quality Policy 2.7. The city of Commerce will promote mass transit ridership through careful planning of routes, headways [frequencies], origins and destinations, and types of vehicles.

Air Quality Policy 2.8. The city of Commerce will seek new cooperative relationships between employers and employees to reduce vehicle miles traveled (VMT).

Air Quality Policy 2.9. The city of Commerce will work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT action strategies.

Air Quality Policy 2.10. The city of Commerce will cooperate with surrounding jurisdictions to provide incentives, adopt regulations and develop transportation demand management programs to reduce and eliminate vehicle trips and VMT.

Air Quality Policy 2.11. The city of Commerce will collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit.

Air Quality Policy 2.12. The city of Commerce will Identify and develop non-motorized transportation corridors (e.g., bicycling and pedestrian trails and lanes).

Several of these policies promote the use of public transportation and/or seek to reduce vehicle miles traveled (VMT). The proposed project would enable expansion of the City's public transit services and, by keeping motor vehicles well-maintained, reduce GHG emissions. The increase in employees would increase VMT a little, but GHG emissions would be far below the threshold for significance. Therefore, the project would not conflict with a GHG reduction program and its GHG emissions impacts would be less than significant.

4.9 Hazards and Hazardous Materials

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

The information in this Section is mostly based on the Phase I Environmental Site Assessment, Transit Maintenance Facility, 5733 and 5926 Sheila Street, Commerce, California 90040 by Citadel EHS dated January 12, 2021, revised March 18, 2021; a complete copy of this report is included as **Appendix F** to this document.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact

The proposed project includes the demolition of existing structures on the proposed permanent TMF site and the proposed temporary TMF site; construction of a new permanent TMF and temporary TMF; and operation of the two facilities.

Demolition and Construction

Demolition and project construction would involve use of hazardous materials including oils and other lubricants; cleansers and degreasers; solvents; and paints. All hazardous materials used during project construction and operation would be used in accordance with existing regulations of several agencies including the Los Angeles County Fire Department, the US Environmental Protection Agency, the California Environmental Protection Agency, the US Department of Transportation, the Occupational Safety and Health Administration, and California Division of Occupational Safety and Health. Impacts from demolition and project construction would be less than significant after regulatory compliance.

Operation

Operation of each of the two maintenance facilities would involve use of hazardous materials including oils and greases, other automotive fluids such as brake fluid, transmission fluid, cleansers, degreasers, and solvents. All hazardous materials used during project operation would be used in accordance with existing regulations of the same agencies identified above. Impacts from project operation would be less than significant after regulatory compliance.

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

Demolition and Construction

Hazardous materials used in demolition and project construction would be used, stored, transported, and disposed of in compliance with regulations of agencies identified above, thus reducing the potential for release of hazardous materials. The project construction contractor would keep equipment and supplies for containing and cleaning up small spills of hazardous materials onsite and would train construction workers in such containment and cleanup. In the event of a release of hazardous materials of a quantity and/or toxicity that construction workers could not safely contain and clean up, the construction contractor would notify the Los Angeles County Fire Department immediately. This analysis addresses both the proposed permanent and temporary TMFs. Therefore, the project would have less than significant construction-related impacts.

Operation

The City of Commerce Transportation Department would keep equipment and supplies for containing and cleaning up small spills of hazardous materials onsite and would train mechanics and

service workers in such containment and cleanup. In the event of a release of hazardous materials of a quantity and/or toxicity that workers could not safely contain and clean up, the manager or supervisor would notify the Los Angeles County Fire Department immediately. This analysis pertains to both the proposed permanent and temporary TMFs. Impacts would be less than significant after regulatory compliance.

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.

No schools are within 0.25 mile of the project site. The nearest school to the site is Rosewood Park K-8 School at 2353 Commerce Way in the City of Commerce, approximately 0.6 mile to the north (Greeninfo Network, 2020). Project construction and operation would not emit hazardous emissions or handle hazardous materials within 0.25 mile of a school. Therefore, the project would have no impact in this regard.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact with Mitigation Incorporated

Permanent TMF Site

Hazardous Materials Sites Listings

The permanent TMF site is listed on numerous hazardous materials databases, including Hazardous Waste Tracking System (HWTS), the Department of Toxic Substances Control's (DTSC) data repository for hazardous waste identification and manifest information. The Site was identified on HWTS due to being a hazardous waste generator; a chemical storage facility; and as an Emergency Planning and Community Right-to- Know Act (EPCRA), Risk Management Plan (RMP), Spill Prevention, Control, and Countermeasure (SPCC), and Toxics Release Inventory (TRI) Reporter. The TRI is also referred to as the Toxic Chemical Release Inventory System (TRIS), which identifies facilities which release toxic chemicals into the air, water, and land in reportable quantities. The Site was identified on the TRIS for the release of dioxin and dioxin-like compounds, mercury, copper, and lead. The Site was identified on the aboveground storage tank (AST) database and as a Resource Conservation and Recovery Act (RCRA) Large Quantity Generator (LQG) from 2000 to 2016, and a RCRA Non-Generator in 2019. Several violations were identified in 2013 and 2016; and have returned to compliance (Citadel EHS, 2021).

The Site was identified on the California Environmental Reporting System (CERS) for the EPA Air Emission Inventory System (EIS) and the Cleanup Program Site (CPS). The Site was listed on the Emissions Inventory (EMI) between 1990 and 2018; this is further discussed below in the Regulatory Agencies Section. The Site was identified as a leaking underground storage tank (LUST) and on the Spills, Leaks, Investigation, and Cleanup (SLIC) and Los Angeles County Hazardous Material System (HMS) database. A leak was first discovered in January 1995 during tank closure. The UST removal and investigation activities conducted on-Site and at the adjoining property north of the Site are further discussed below in the Regulatory Agencies Section (Citadel EHS, 2021).

The Site was also identified on the Superfund Enterprise Management System Archive (SEMS-ARCHIVE), formerly known as the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). The Site was discovered in 1992 and was determined as not qualifying for the National Priorities List (NPL) in 1993 (Citadel EHS, 2021). Several hazardous materials sites on and near the permanent TMF site are mapped on **Figure 4.9-1**.

The Site was listed on the Solid Waste Facility/Landfill (SWF/LF) database as a waste to energy facility. The accepted wastes included green materials, household trash, and industrial non-hazardous waste. The Site was identified on the California Integrated Water Quality System (CIWQS) and the National Pollutant Discharge Elimination System (NPDES) for an industrial measure that was effective in 2004 and terminated in 2019 (Citadel EHS, 2021).

The site is listed on Haznet database for shipments of hazardous wastes from the site between 1989 and 2019 (Citadel EHS, 2021).

Recognized Environmental Conditions

A recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The following recognized environmental conditions (RECs) on or affecting the permanent TMF site were identified in the Phase I ESA (Citadel EHS, 2021), included in **Appendix F**:

- The Site and the adjoining property north of the Site [5900 Sheila Street] were occupied by Crown as a paper manufacturing and print shop. Numerous subsurface investigations have been ongoing since 1985. Subsurface soils, soil vapor, and groundwater have been impacted with volatile organic compounds (VOCs) during historic site operations. A soil vapor extraction (SVE) system operated between November 2007 and November 2008. Information regarding the results was not provided for review. However, the DTSC requested a workplan for further remediation. A work plan for an in-situ chemical oxidation (ISCO) pilot test was submitted in 2017. Based on review of the 2019 and 2020 quarterly Waste Discharge Requirements (WDR) monitoring reports, injection of sodium permanganate has yet to be performed. The known VOC contamination in the soil, soil vapor, and groundwater represents an REC.

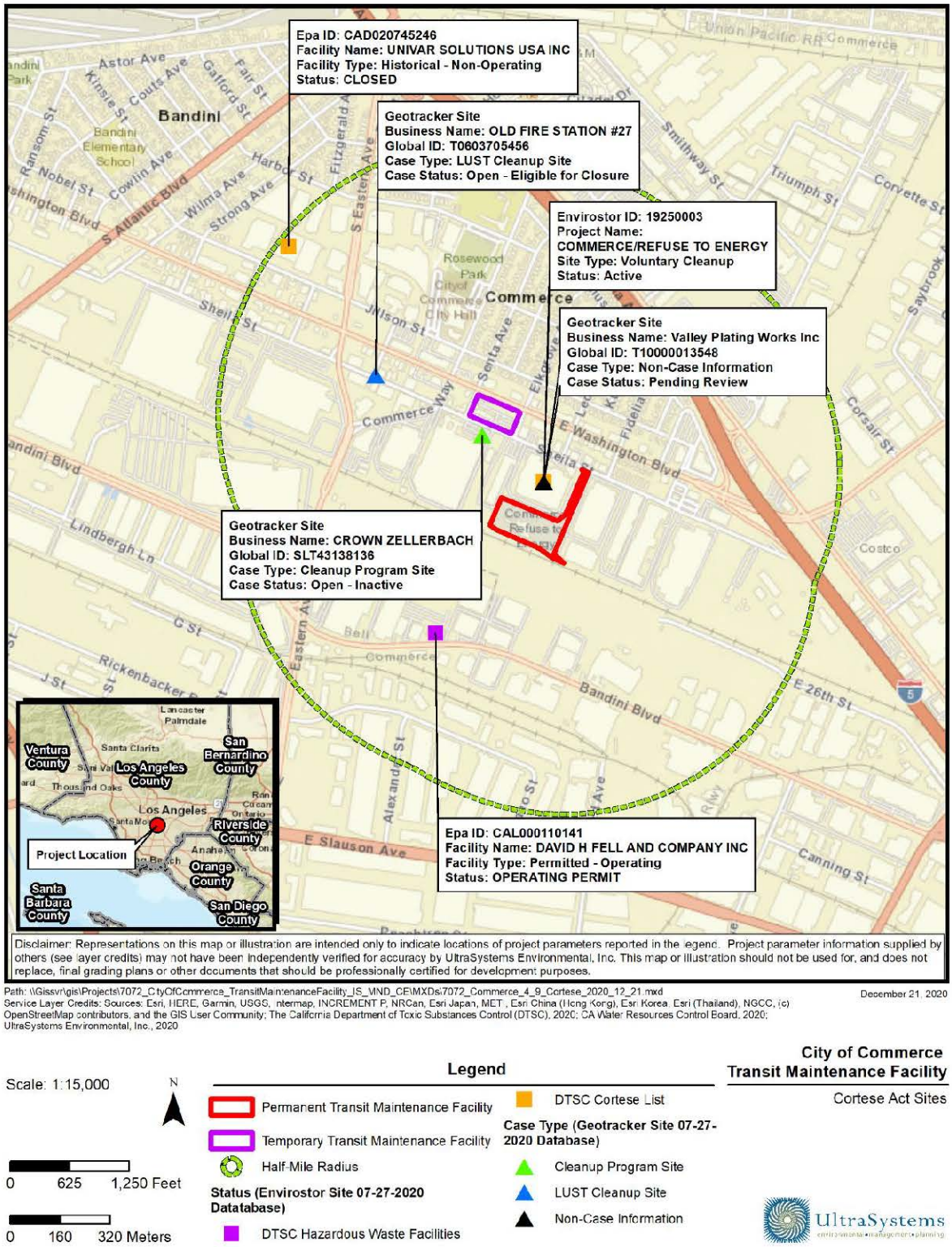
- The former use of the Site as a refuse-to-energy facility for over 30 years may represent an environmental concern. The observed waste sump and neutralization sump were near former storage of hazardous materials. Heavy staining was observed on the concrete by the furnace. In addition, Citadel was unable to observe the ground surfaces in several areas due to trailer storage and grading activities during the Site walk. The storage and usage of various hazardous materials at the Site represent a REC.

- The observed 55-gallon drums at the Site should be properly stored and labeled or disposed of.

Remediation Recommended

A soils management plan is recommended to manage any contaminated soils and/or subsurface features encountered during development of the permanent TMF.

Figure 4.9-1
CORTESE LIST SITES



Temporary TMF Site

The temporary TMF site was identified on the historical UST databases for three 12,000-gallon diesel USTs, one 6,000-gallon gasoline UST, and one 500-gallon waste oil UST. The Site was also listed on the Los Angeles County HMS database with a tank permit and an industrial permit. The permit status indicates that the tanks have been removed and the industrial permit has been closed. The Site was also listed on the AST database for a 3,702-gallon AST. The site was listed as a small quantity generator of hazardous wastes (RCRA-SQG) in 1993 and 1996. The Site was identified on the Cortese, historical Cortese, LUST, and CERS databases for a diesel leak that was discovered in 1993 during tank closure. The case was completed and closed by LACPW in 1995. The Site was listed on the California Integrated Water Quality System (CIQWS) and Waste Discharge System (WDS) databases for an industrial stormwater measure that was effective in 2002 and terminated in 2003. The Site was identified on the HAZNET database as a generator of several types of wastes from 1986 to 1993 (Citadel EHS, 2021).

The appearance on these lists reflects proper disposal of hazardous waste. The hazardous waste listed appear typical of waste generated by auto repair shops; however, the source of the contaminated soil listing in 1989 is unclear although it is likely related to the USTs. The former USTs do not represent a significant environmental concern for the temporary TMF site (Citadel EHS, 2021).

Five USTs were removed from the site in 1993. Diesel-contaminated soil was discovered below three of the five USTs. Approximately 1,200 cubic yards of contaminated soils were excavated and stockpiled at the Site (Citadel EHS, 2021).

TTI Environmental Inc. remediated the contaminated soil using a soil shredder equipped with a calibrated spray system. The soil treatment included pulverizing the soil into small particles and inoculating with a predetermined mixture of biomaterials. After processing, treated soils were stockpiled on plastic sheeting and covered to reduce volatile emissions and evaporation of soil moisture. Samples of the treated soil were collected and analyzed for TPH as diesel (TPHd) and benzene, toluene, ethylbenzene, and xylenes (BTEX) to monitor the progress of the remediation. A total of 48 confirmation samples were collected using a hand auger from 18 to 24 inches below the surface of the stockpile and composited into 12 soil samples, which were analyzed for TPHd and BTEX. BTEX was not detected in the soil samples; TPHd was detected in seven samples at concentrations between 10 and 24 parts per million (ppm), which were below the proposed 100 ppm limit per the California State Water Resources Control Board's Leaking Underground Fuel Tank Guidance. TTI requested that closure of the Site be granted. An application for removal of a clarifier was submitted in 2017; soil sampling was not required by LACPW (Citadel EHS, 2021).

The following RECs or environmental concerns were identified at the temporary TMF site:

- Three vent pipes were observed along the south exterior wall of the maintenance building. It is unclear if these vent pipes were associated with the former USTs that were removed in 1993. The vent pipes are an REC.

- The former clarifier operated at the Site for at least 20 years. According to the 2017 application to remove the clarifier, LACPW did not require soil sampling during the removal. The former clarifier is an environmental concern based on the years operated and proximity to the repair bays.

- Citadel was not provided with access within the maintenance building at the temporary TMF Site, representing a data gap. According to the Site representative, no inground hydraulic lifts or clarifiers are located within the maintenance building.

Remediation Recommended

A soils management plan is recommended to manage any contaminated soils and/or subsurface features encountered during development of the permanent TMF (Citadel EHS, 2021).

Impact Summary

Permanent TMF Site: Impacts arising from hazardous substances known or suspected to exist on the permanent TMF site—specifically, VOC contamination in soil, soil vapor, and groundwater; and past use and storage of hazardous materials during CREF operation—would be potentially significant. Implementation of mitigation measure **HAZ-1** below would reduce these impacts to less than significant.

Temporary TMF Site: Impacts arising from hazardous substances known or suspected to exist on the temporary TMF site, specifically, the three vent pipes and the former clarifier, would be potentially significant. Implementation of mitigation measure **HAZ-1** below would reduce these impacts to less than significant.

Regulatory Requirements

The following remedial and cleanup work recommended in the Phase I ESA is required under existing regulations; thus, no mitigation measures are required to ensure implementation of the work:

Permanent TMF Site

- Continue with the ISCO pilot test and comply with directives from the DTSC to achieve case closure.

- Properly dispose of the 55-gallon drums observed at the Site.

Temporary TMF Site

No remediation required by regulations is identified for the temporary TMF site.

Mitigation Measure

MM HAZ-1 Before issuance of grading permits for the proposed project on the temporary and permanent TMF sites, the City of Commerce shall have a Soil Management Plan (SMP) prepared by a qualified environmental professional for each of the two sites to manage any contaminated soils and/or subsurface features encountered during redevelopment of the sites. The environmental professional shall submit the SMPs to the City of Commerce Economic Development & Planning Director (Director) for their review and approval. The Director shall be responsible for ensuring that the SMPs are implemented during preparation and grading of the sites.

Level of Significance After Mitigation

Impacts from development of the temporary and permanent TMFs would be less than significant after implementation of mitigation measure **HAZ-1**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact

No public airports are within two miles of the temporary and permanent TMF sites, and the project sites are outside of zones surrounding airports where land uses are regulated to minimize aviation-related hazard to persons on the ground. The nearest public airport to the project site is the San Gabriel Valley Airport in the City of El Monte approximately nine miles to the northeast (Caltrans, 2020). Due to the distance of the temporary and permanent TMF sites site from the nearest airport, project development would not subject people on the project sites or airport-related hazards or to excessive airport noise. Therefore, the project would have no impact in this regard.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact

The temporary TMF site is along a designated Los Angeles County disaster route, Washington Boulevard (LACPW, 2020). The permanent TMF site is not adjacent to a disaster route. All staging of equipment and supplies would be located on the two project sites and would not block emergency access, including access via Washington Boulevard. Additionally, the project does not propose any changes to roadways and would not permanently impacts any roadways. Therefore, the project would have no impact regarding impairment or interference with an adopted emergency response plan or emergency evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact

The project sites are in an urbanized area and is not surrounded by wildlands. The sites are not in a fire hazard severity zone (FHSZ) designated by the California Department of Forestry and Fire Protection (CAL FIRE). The closest State Responsibility Area (SRA) to the project sites is a High Fire Hazard Severity Zone approximately seven miles east of the project site. The closest Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) for Los Angeles County is located approximately six miles east of the project site (CAL FIRE, 2020).[18] Project development would not expose people or structures to risks from wildland fires, and no impact would occur.

[18] In State Responsibility Areas the state has financial responsibility for wildfire prevention and suppression; in local responsibility areas cities and/or counties bear such responsibility.

4.10 Hydrology and Water Quality

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

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

Receiving Waters and Existing Water Quality

The nearest storm drain inlets to the permanent TMF site are in the northern part of the BNSF Citcom Yard about 900 feet to the west (LACPW, 2020). The nearest storm drain inlets to the temporary TMF site are in Sheila Street next to the south site boundary; and in Washington Boulevard approximately 240 feet to the northwest. All the aforementioned inlets discharge to storm drains that are part of a network of storm drains discharging into Reach 2 of the Los Angeles River about 2.8 miles south of the project sites. Two storm drain easements pass through the permanent TMF project site: one next to the west side of the proposed maintenance building and the other east of the proposed development area under the existing CNG/LNG station. No storm drains mapped on the Los Angeles County Public Works Storm Drain System map are within either easement (LACPW, 2020).

Reach 2 of the Los Angeles River is listed on the federal Clean Water Act Section 303(d) List of Water Quality Limited Segments for pollutants listed below in **Table 4.10-1** (SWRCB, 2020). The US Environmental Protection Agency (USEPA) establishes Total Maximum Daily Loads (TMDLs) for listed pollutants, that is, the maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for that particular pollutant. Municipal storm drainage systems are considered to be point sources of water pollutants. TMDLs set forth wasteload allocations for each pollutant (USEPA, 2020).

Table 4.10-1
SECTION 303(D) LISTED POLLUTANTS, REACH 2, LOS ANGELES RIVER

Pollutant	TMDL Status
Ammonia	Approved 2004
Copper	Approved 2005
Indicator Bacteria	Approved 2012
Lead	Approved 2005
Nutrients (Algae)	Approved 2004
Oil	Estimated Completion 2005
Trash	Approved 2008

Source: SWRCB, 2020

Water Quality Standards: Project Design and Project Operation

Standards for discharges to municipal storm drainage systems in the City of Commerce are set forth in Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County (MS4 Permit), issued in 2012. Water quality standards for design and operation of development projects in certain incorporated cities in Los Angeles County and unincorporated parts of the County are set forth in the Low-Impact Development Standards Manual (LID Manual) issued by Los Angeles County Public Works in 2014. LID is a decentralized approach to stormwater management that works to mimic the natural hydrology of the site by retaining precipitation on-site to the maximum extent practicable. Stormwater quality control

measures that incorporate LID principles are placed throughout the site in small, discrete units and distributed near the source of impacts. LID strategies are designed to protect surface and groundwater quality, maintain the integrity of ecosystems, and preserve the physical integrity of receiving waters by managing stormwater runoff at or close to the source. LID strategies include use of bioretention/infiltration landscape areas, disconnected hydrologic flow paths, reduced impervious areas, functional landscaping, and grading to maintain natural hydrologic functions that existed prior to development.

Best management practices for minimizing water pollution are termed *measures* in the LID Standards Manual and *Best Management Practices (BMPs)* in the MS4 Permit; they are referred to as BMPs here. The LID Manual prescribes four categories of BMPs: site assessment, site design, source control, and treatment BMPs.

Site Assessment

The design of the proposed project drainage system and water quality components is based on an assessment of site layout, geotechnical conditions, local groundwater conditions, and existing drainage.

Site Design

Site design BMPs reduce or eliminate post-project runoff. Site design BMPs include protecting and restoring natural areas; minimizing land disturbance, and minimizing impervious area.

Source Control BMPs

Source control BMPs reduce the potential for pollutants to enter runoff. Source control BMPs are classified in two categories:

> **Structural source control measures:** examples include roof runoff controls, protection of slopes and channels, efficient irrigation, and storm drain system signage.
>
> **Nonstructural source control measures:** reduce the potential for pollutants resulting from activities onsite to enter runoff. Examples include education of owners and employees; activity restrictions, such as requiring that trash can lids be always closed and prohibiting outdoor cooking; and periodic inspections of water quality features such as catch basins and filters.

Treatment control BMPs

Treatment control BMPs remove pollutants from contaminated stormwater before the water is discharged offsite. Examples include biofiltration through constructed project landscape elements such as bioswales, infiltration trenches, and/or infiltration basins; and filters.

Expected Water Pollutants and Project Impacts

Project operation could generate bacteria and viruses, metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oil and grease, and oxygen-demanding substances. The pollutants of concern for the proposed project are expected pollutants that are also listed for the receiving waters on the Section 303(d) List, that is, nutrients (ammonia and algae), copper and lead,

indicator bacteria, oil, and trash. Project impacts on water quality standards would be less than significant after implementation of BMPs prescribed in the LID Manual.

Water Quality Standards: Project Construction

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described below in **Table 4.10-2**. Project impacts on construction water quality standards would be less than significant after implementation of BMPs to be specified in the project SWPPP.

Table 4.10-2
CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Erosion Controls	Consists of using project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season), preventing or reducing erosion potential by diverting or controlling drainage, as well as preparing and stabilizing disturbed soil areas.	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization.
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags.
Wind Erosion Controls	Consists of applying water or other dust palliatives to prevent or minimize dust nuisance.	Soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, synthetic covers, and minimization of disturbed area.
Tracking Controls	Minimize the tracking of soil offsite by vehicles.	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	Water conservation practices, temporary stream crossings, clear water diversions, potable and irrigation water management, and the proper management of the following operations: paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, pile driving, concrete curing, concrete finishing, demolition adjacent to water, material over water, and temporary batch plants.

Category	Purpose	Examples
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: CASQA 2012

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 California Water Service Company (CWSC) East Los Angeles District (ELAD) supplies water to the project sites. ELAD water supplies consist of 63 percent imported water from northern California and the Colorado River purchased from the Central Basin Municipal Water District; and 37 percent local groundwater from the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. Water supplies and demands in the ELAD service area are each expected to decline slightly from 17,468 acre-feet per year (afy) in 2020 to 16,861 afy in 2040, as shown below in **Table 4.10-3**. CWSC forecasts that it will have sufficient supplies to meet demands in the ELAD service area over the 2020-2040 period (CWSC, 2016). CWSC forecasts that the population of the ELAD service area will increase from 158,497 in 2020 to 167,087 in 2040, an increase of 8,590 or about 5.4 percent. The decrease in forecast demand between 2020 and 2040 is due to conservation, not population decrease; ELAD's 2020 water demand target is 115 gallons per capita per day (gpcd) compared to 127 gpcd average actual use between 1995 and 2004 (CWSC, 2016, pp. 25 and 46). The temporary and permanent TMFs would each use water for cleaning and maintenance purposes, including vehicle washing, and landscape irrigation. Adequate water supplies are available from CWSC for project water demands for both the temporary and permanent TMF sites, and project operation would not decrease groundwater supplies.

Table 4.10-3
CALIFORNIA WATER SERVICE COMPANY EAST LOS ANGELES DISTRICT FORECAST WATER SUPPLIES AND DEMANDS, 2020-2040

	Forecast Water Supplies and Demands, acre-feet per year				
	2020	**2025**	**2030**	**2035**	**2040**
Supplies					
Imported Water	5,694	5,466	5,324	5,186	5,087
Recycled Water	11,774	11,774	11,774	11,774	11,774
Total	17,468	17,240	17,098	16,960	16,861
Demands					
	17,468	17,240	17,098	16,960	16,861
Difference	**0**	**0**	**0**	**0**	**0**

AF = acre feet
Source: CWSC 2016

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on or offsite;

Less Than Significant Impact

No streams, rivers, or drainage channels that contribute runoff to the local drainage network would be impacted by the project. Upon completion, the temporary and permanent TMFs would each be mostly comprised of buildings and paved surfaces, except for landscaping; the project does not include large areas of unpaved or unvegetated soil. Impacts resulting from erosion or siltation on or offsite during project operation would be less than significant, and mitigation is not proposed.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact

Portions of the permanent TMF site are landscaped. Most of the landscaping is outside of the proposed development footprints of the two buildings. The only landscaping on the temporary TMF site is one tree near the southwest corner of the metal building. The temporary and permanent TMFs would both be designated projects as defined in the LID Manual; one of the categories of designated projects is parking lots adding 5,000 or more square feet of impervious area. Designated projects are required to retain onsite stormwater from a 0.75-inch, 24-hour rainstorm or the 85th-percentile, 24-hour storm, whichever is greater (LACPW, 2014). Development of the temporary and permanent TMFs would not substantially increase the rate or volume of surface runoff from the project sites and would not cause flooding on or off the sites. Impacts would be less than significant, and no mitigation is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact

The proposed permanent TMF would retain some stormwater onsite as detailed above in Section 4.10 c) ii). Thus, the project would not create runoff exceeding the capacity of existing stormwater drainage systems. The project would involve implementation of BMPs during project design, construction, and operation to minimize stormwater pollution; BMPs and compliance with stormwater quality regulations are discussed further above in Section 4.10 a).

Existing drainage from the temporary TMF site is via a paved drain bisecting the site east to west and discharging into Senta Avenue at the west end of the site. The temporary TMF would include the following source control measures required in the LID Manual:

- Repair and maintenance areas would be paved (the entire site is paved except for the two buildings).
- Repair and maintenance areas would be covered.

- Repair and maintenance areas would be bermed to prevent drainage run-on and to contain spills (LACPW, 2014, p. D-12).

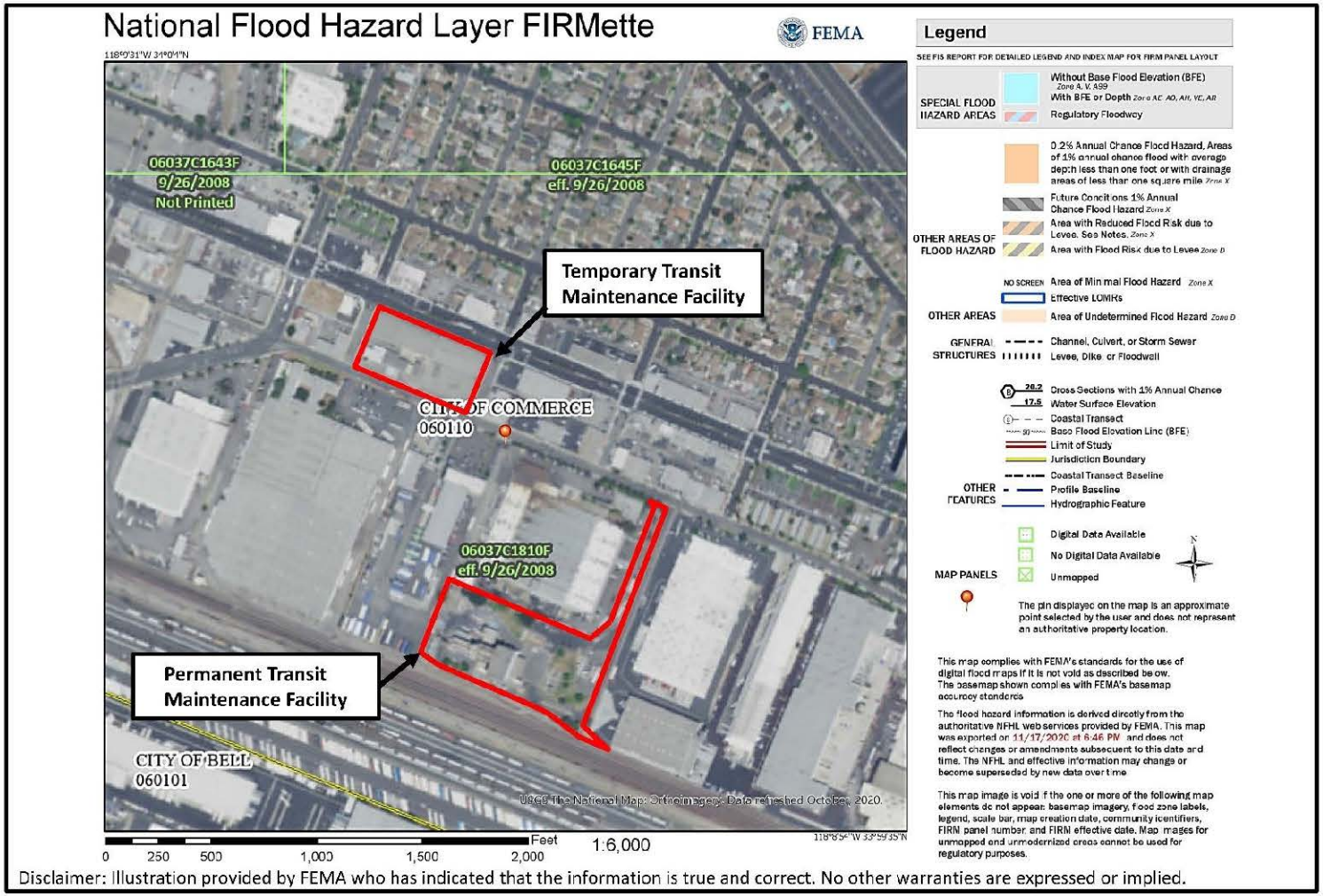
Project development would not generate a substantial increase in polluted runoff. Impacts would be less than significant, and no mitigation is required.

iv) Impede or redirect flood flows?

No Impact

As detailed in **Figure 4.10-1**, both project sites are located in Zone X, that is, outside of 100-year and 500-year flood zones (FEMA, 2020). Project development would not impede or redirect flood flows in a 100-year flood zone, and no impact would occur.

Figure 4.10-1
FEMA FIRM MAP PANEL



Disclaimer: Illustration provided by FEMA who has indicated that the information is true and correct. No other warranties are expressed or implied.

Sources: FEMA, November 17, 2020.

UltraSystems
environmental•management•planning

City of Commerce
Transit Maintenance Facility

FEMA FIRM Map

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact

The project sites are outside of dam inundation areas mapped by the Department of Water Resources (DWR, 2020). The project sites are approximately 16 miles inland from the Pacific Ocean and is thus outside of tsunami inundation zones. A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No water bodies are near enough to the project sites to pose a flood hazard to the site due to a seiche. No impact would occur and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

The water quality control plan for the Los Angeles RWQCB region was issued by the LARWQCB in 1994. The LID Manual issued by LACPW in 2014 sets forth requirements pursuant to both the Water Quality Control Plan and the MS4 Permit. No Sustainable Groundwater Management Plan has been completed for the Central Subbasin. The groundwater management plant for the Central Subbasin is the Groundwater Basins Master Plan (GBMP) issued by the Water Replenishment District of Southern California in 2016.

The GBMP is intended to help stakeholders maximize recharge and pumping from the Central and West Coast subbasins to utilize the basins fully and reduce dependence on imported water. The GBMP identifies projects and programs to enhance basin replenishment, increase the reliability of groundwater resources, improve and protect groundwater quality, and ensure that the groundwater supplies are suitable for beneficial uses (WRD, 2020).

Design and construction of the temporary and permanent TMFs would conform with requirements of the LID Manual. Construction of the two facilities would comply with the Statewide General Construction Permit through preparation and implementation of SWPPPs for each facility. Development of the two facilities would not conflict with the water quality control plan or the Groundwater Basins Master Plan.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

a) Would the project physically divide an established community?

No Impact

The project proposes construction and operation of a temporary transit maintenance facility (TMF) on a 2.65-acre site at 5733 Sheila Street, approximately 670 feet north of the proposed permanent TMF project site. The temporary TMF would be in operation while the proposed permanent TMF is being constructed. Both the existing vacant metal maintenance building and the metal vehicle wash building located on the temporary TMF site would be demolished. The temporary TMF would include the addition of office bungalows, modular containers with canopies and frames, and one restroom trailer, all of which would be removed after opening of the proposed permanent TMF.

The permanent TMF site, located at 5926 Sheila Street, is developed with industrial land uses including the Commerce Refuse to Energy Facility (CREF), the City of Commerce compressed natural gas/liquefied natural gas (CNG/LNG) fuel station, a Southern California Edison (SCE) electrical facility, and a surface parking lot. The project site is adjacent to parcels with industrial land uses to the north, east, and west, and the Burlington Northern Santa Fe (BSNF) and Metrolink railways to the south. The proposed project would involve the demotion of the existing CREF building and the SCE electrical facility to develop an approximately 16,500-square-foot maintenance building; an approximately 10,000-square-foot office building; a surface parking lot including spaces for the City fleet in addition to employee and visitor spaces, 25 of which would be electric charging spaces. The permanent TMF would retain the existing CNG/LNG fuel station. The proposed project would not divide existing public spaces in the vicinity of the temporary or permanent TMF sites or extend beyond both project site's boundaries, with the exception of potential temporary utility improvements in the adjacent street right of way. Furthermore, no streets or sidewalks would be permanently closed as a result of the development. The project would utilize existing roadways, resulting in no change in roadway patterns. Therefore, the proposed project would not divide an established community and there would be no impact.

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

As shown in **Figure 4.11-1**, the temporary TMF site has a General Plan land use designation of Commercial Manufacturing (City of Commerce, 2009). The City of Commerce General Plan identifies commercial/manufacturing land uses as generally manufacturing or distribution uses (City of Commerce 2020 General Plan, 2009, p. 43). The proposed project would construct and operate a temporary TMF, which would be compatible with the surrounding commercial, manufacturing and industrial land uses. None of the City's General Plan Commercial Development policies apply to the proposed project. Therefore, the temporary TMF site would not conflict with the City's land use policies.

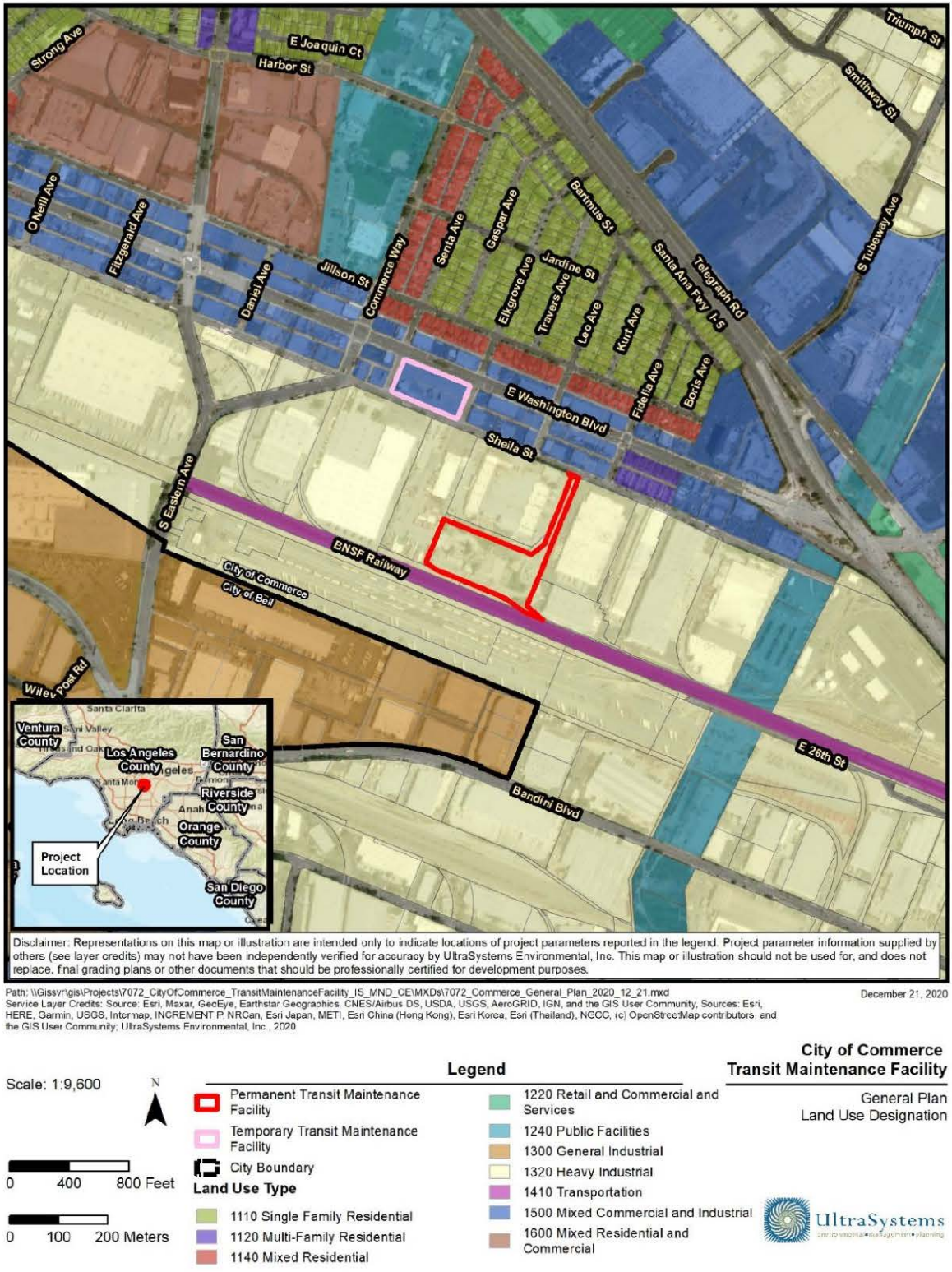
The permanent TMF's General Plan land use designation is Industrial (City of Commerce, 2009). The City of Commerce General Plan identifies industrial land uses as generally manufacturing or distribution uses (City of Commerce 2020 General Plan, 2009, p. 43). The proposed project would construct and operate a transit maintenance facility, which would be compatible with the surrounding industrial land uses. Industrial land uses in the City of Commerce have been, and will continue to be, the preeminent land use in Commerce, and will serve as a cornerstone in the city's continued vitality (City of Commerce 2020 General Plan, 2009, p. 37). Refer to **Table 4.11-1**, which details how the proposed project would adhere to the City's industrial development policies. As shown in the table below the proposed project would not conflict with the land use designation of either the permanent or temporary TMF site.

Table 4.11-1
PROJECT COMPLIANCE WITH CITY OF COMMERCE GENERAL PLAN POLICIES REGARDING INDUSTRIAL LAND USE DEVELOPMENTS

Policies	Project Compliance
Community Development Policy 3.1: The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the city's economic and employment base.	The proposed project would construct and operate a transit maintenance facility in a portion of the City designated as industrial land use. The proposed project would maintain the City's transportation fleet and generate employment, thus contributing to the City's economic and employment base. Therefore, the proposed project would comply with this policy.
Community Development Policy 3.2: The City of Commerce will prevent the intrusion of residential uses within the industrial and commercial districts.	The proposed project would construct and operate a municipal transit maintenance facility, in a portion of the City designated as industrial land use. No residential development would be part of the proposed project. Therefore, the proposed project would comply with this policy.

Source: City of Commerce 2020 General Plan, 2009, p. 38

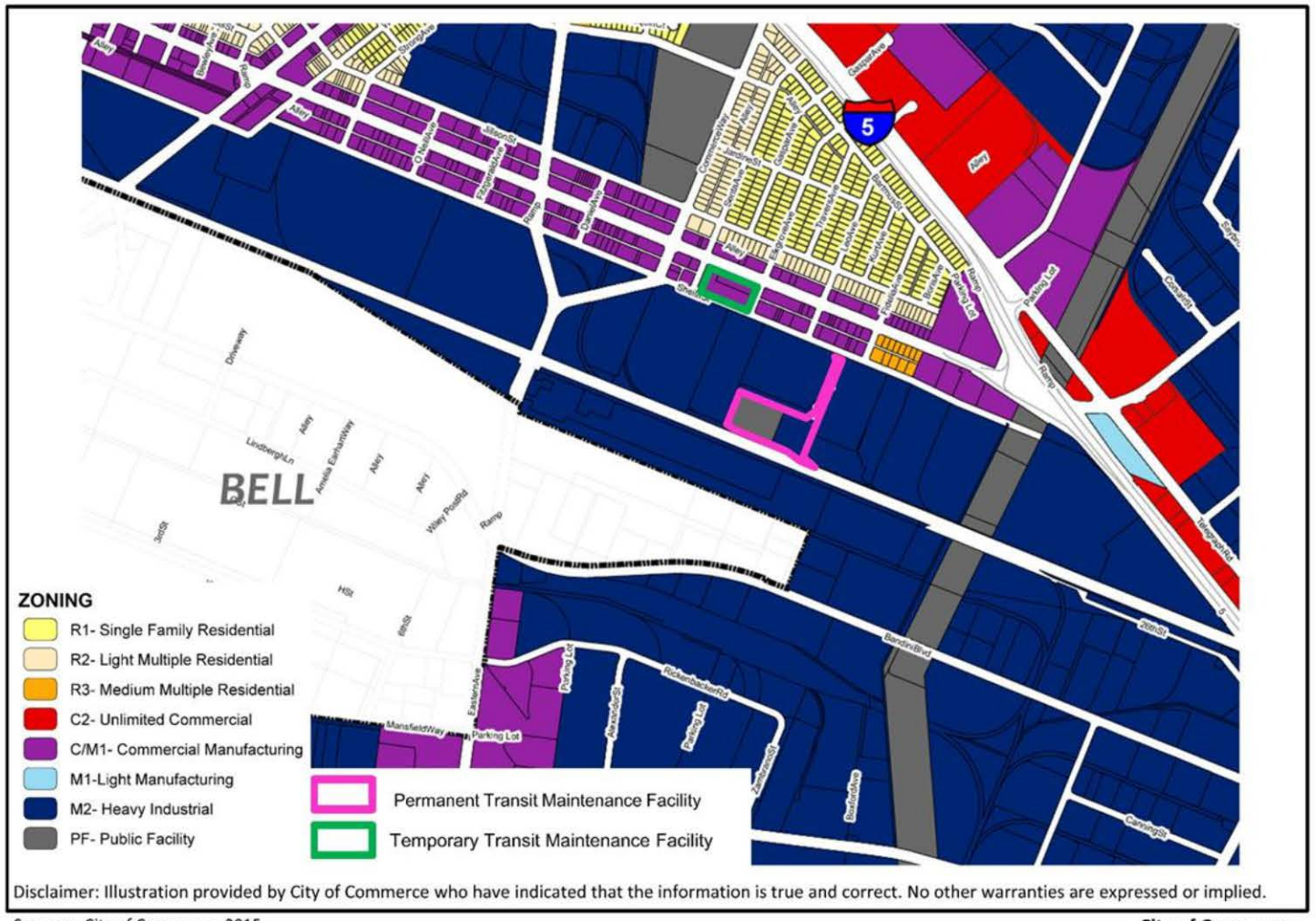
Figure 4.11-1
PROPOSED PROJECT SITE CURRENT GENERAL PLAN LAND USE DESIGNATION



As shown in **Figure 4.11-2**, the temporary TMF site has a zoning designation of Commercial Manufacturing (C/M-1) (City of Commerce, 2015). As detailed in Section 19.11.010 of the City's Municipal Code, the C/M-1 zone is established to provide for a wide variety of commercial uses and limited, compatible light industrial uses. The intent of the zone is to concentrate these uses along major arterials and in other areas that provide easy access and convenience. The industrial uses considered appropriate in the C/M-1 zone are limited to support services, such as machine shops and some light manufacturing. (City of Commerce Municipal Code, 2020). The temporary TMF would be a support service to the City's transit fleet and would not conflict with the C/M-1 zoning designation.

As shown in **Figure 4.11-2**, the permanent TMF site's zoning designation for the CREF site is PF (Public Facility), and the zoning designation for the balance of the project site is M2 (Heavy Industrial) (City of Commerce, 2015). As detailed in Section 19.13.010 of the City's Municipal Code, development in PF zones typically include municipal and other government buildings, public educational facilities, religious facilities, and recreational areas. Other uses, such as public service facilities, utilities and easements, and hospitals may be permitted under certain conditions (City of Commerce Municipal Code, 2020). The proposed project would include a municipal development that would maintain the City's transit fleet. Therefore, the proposed project would not conflict with the PF zoning designation for the project site. As detailed in Section 19.11.010 of the City's Municipal Code, the M2 zoning designation's purpose is provide land suitable for heavy industrial uses and to provide safeguards and to establish adequate buffer distances between uses that pose potentially adverse public health, safety, and welfare impacts and land uses in adjacent, more restrictive zoning districts (City of Commerce Municipal Code, 2020). The proposed project would maintain the City's transit fleet and be compatible with the surrounding heavy industrial land uses. Additionally, the project site is not adjacent to any zoning districts that are more restrictive; the permanent TMF site is surrounded with the same heavy industrial (M2) zoning designation. Therefore, the proposed project would not conflict with any land use, policy or regulation.

Figure 4.11-2
PROPOSED PROJECT SITE ZONING DESIGNATION



4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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?

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

The project site falls within Mineral Resource Zone (MRZ)-1, which is an area where it is known that significant mineral deposits are not present, or are unlikely to be present (California Department of Conservation, 2000). No active mining operations are present within the City limits or within the City's sphere of influence (California Department of Conservation, 2020b). According to the California Department of Conservation Division of Oil, Gas, & Geothermal Resources Well Finder, no oil or gas wells were identified on or within one mile of the project site (California Department of Conservation, 2020c). Thus, the project would have no impact on the availability of known mineral resources of value to the region or state residents and to any locally important mineral resource recovery sites.

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.

- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. Lmax is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average Leq with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Caltrans, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average Leq with an additional 10-dBA "penalty" added to noise that occurs between 10 p.m. and 7 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise Environment

Sensitive Receivers

The City of Commerce 2020 General Plan defines "noise sensitive receivers" as parks, schools, residential areas, and areas of housing opportunities. The project site is not within or adjacent to any housing opportunity location (City of Commerce 2020 General Plan, 2008, p. 168). Although not listed in the City's General Plan, churches are also considered to be sensitive receivers.

The current (Jillson Street) TMF, temporary TMF and permanent TMF locations will be sources of construction noise. **Figure 4.13-1** shows sensitive receivers near the Jillson facility, while **Figure 4.13-2** shows the locations of the sensitive receivers near the temporary and permanent TMF sites.

Tables 4.13-1, **4.13-2** and **4.13-3** describe the sensitive receivers surrounding the Jillson site, the temporary TMF site, and the permanent TMF site, respectively.

Table 4.13-1
SENSITIVE RECEIVERS NEAR THE JILLSON TMF SITE

ID	Name	Type	Address	Feet From Site[a]
1	Rosewood Park	Park	5600 Harbor Street	354
2	Commerce City Hall	Public	2535 Commerce Way	377
3	Rosewood Neighborhood Library	Library	5655 Jillson Street	438
4	Commerce Senior Citizens Center	Senior Center	2555 Commerce Way	519
5	Single-family Home to the East	Residence	Jillson Street and Commerce Way	787
6	Single-family Home to the North	Residence	Harbor Street	843

[a]These distances are from the sensitive receiver to the nearest point on the project boundary.

Figure 4.13-1
SENSITIVE RECEIVERS NEAR THE EXISTING TMF SITE

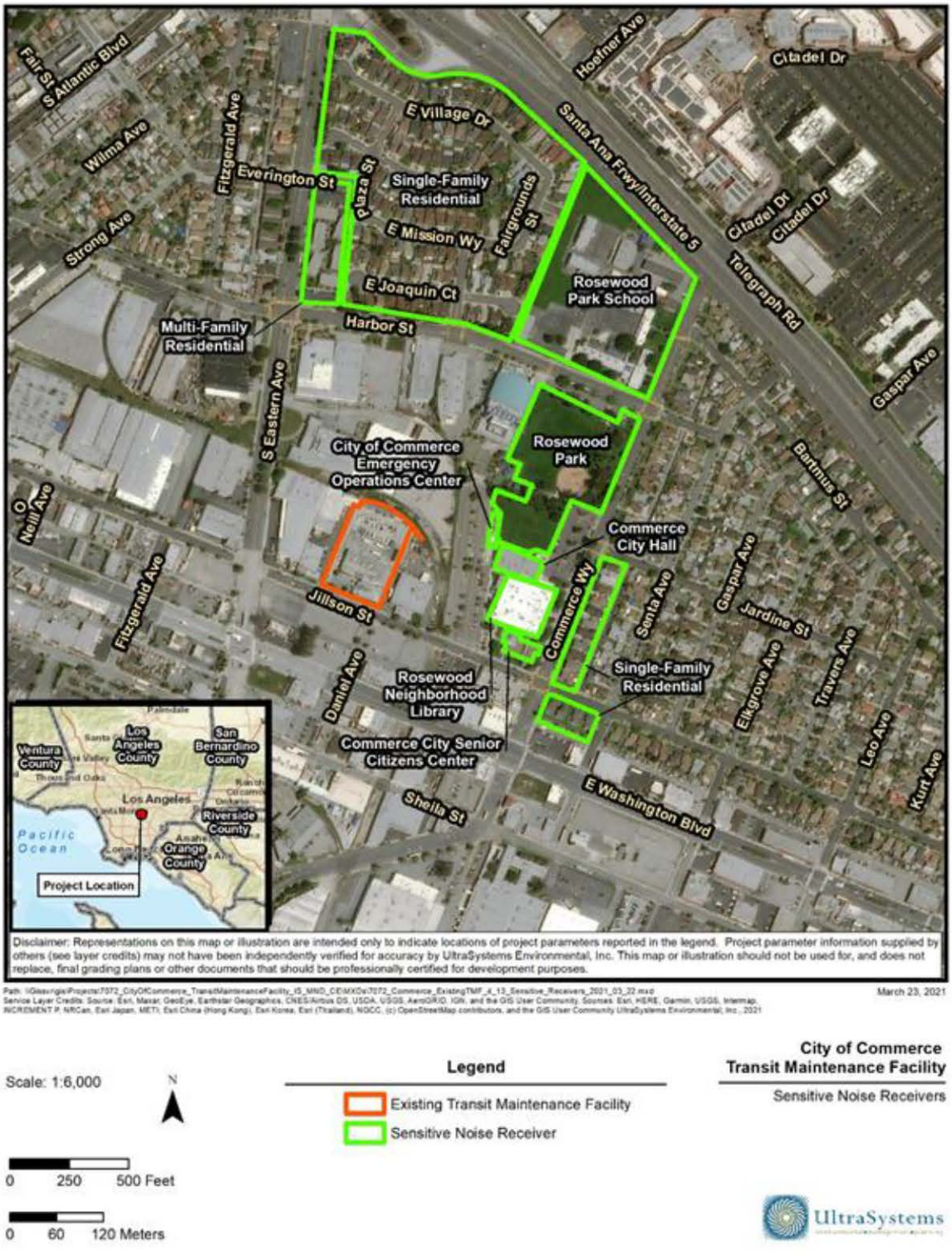


Figure 4.13-2
SENSITIVE RECEIVERS NEAR THE PROJECT AREA

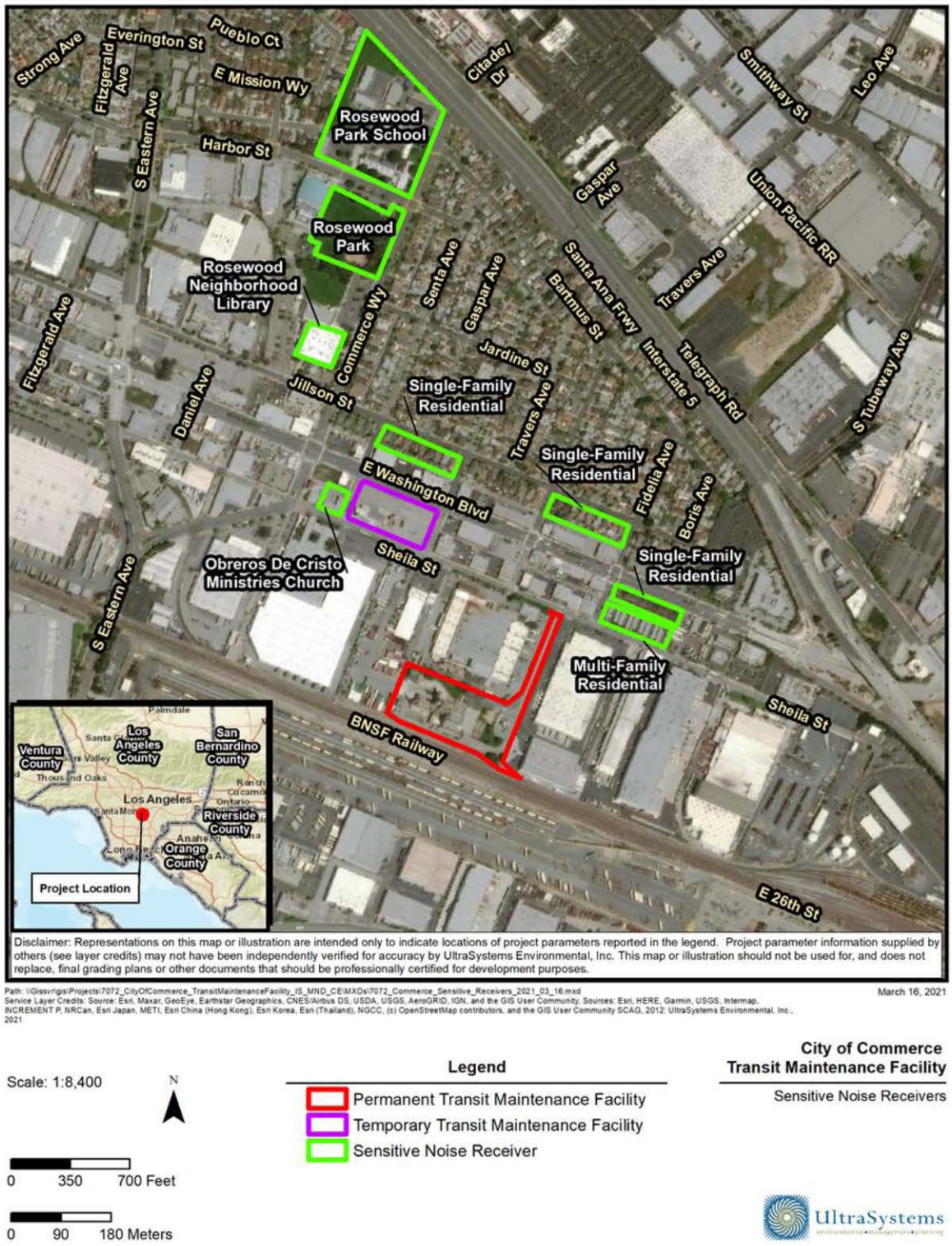


Table 4.13-2
SENSITIVE RECEIVERS NEAR THE TEMPORARY TMF SITE

ID	Name	Type	Address	Feet From Site[a]
1	Obreros De Cristo Ministries	Religious	5721 Sheila Street	63
2	Single-family Residence	Residential	6002 East Washington Boulevard	235
3	Rosewood Park	Park	5600 Harbor Street	1,070
4	Rosewood Park School	School	2353 Commerce Way	1,750

[a]These distances are from the sensitive receiver to the nearest point on the project boundary.

Table 4.13-3
SENSITIVE RECEIVERS NEAR THE PERMANENT TMF SITE

ID	Name	Type	Address	Feet From Site[a]
1	Multi-family Residence	Residential	6003 Sheila Street	260
2	Single-family Residence	Residential	6002 East Washington Boulevard	325
3	Obreros De Cristo Ministries	Religious	5721 Sheila Street	1,020

[a]These distances are from the sensitive receiver to the nearest point on the project boundary.

The traffic on the freeways, streets, and railways that traverse the city are the primary contributors to urban noise. To a lesser degree, the city's industries are also sources of stationary noise. Because outdoor manufacturing activities are largely prohibited, much of the noise emanating from industrial operations is related to trucking. The high volumes of truck traffic, particularly on local streets, are responsible for the relatively high daytime noise levels. Noise measurements taken near arterial roadways and the freeway reveal that traffic noise levels may exceed 90 dBA. The majority of the City, however, is located within areas where the outdoor ambient noise levels often exceed 65 dBA during the daytime periods. Additionally, the city's rail yards also account for high levels of localized noise. The Union Pacific and Burlington Northern and Santa Fe rail yards serve as major distribution centers for rail transported goods. Rail traffic, truck traffic, and loading and unloading operations produce significant levels of noise during the day (City of Commerce 2020 General Plan, 2008, p. 156). The permanent and temporary TMF sites would be surrounded by many of the noise contributors listed in the City's General Plan. The permanent TMF site is surrounded by industrial land uses to the north, east and west and the BNSF and Metrolink railways to the south. It is approximately 0.4 mile west of the I-5 Freeway. The temporary TMF site is surrounded by commercial and industrial land uses, and is approximately 0.4 mile west of the I-5 Freeway.

Ambient Noise Measurements

To characterize existing noise levels for the permanent and temporary TMF sites, UltraSystems conducted ambient noise sampling at six locations in the general project area; these are shown in **Figure 4.13-3**. **Table 4.13-4** lists the measurement points, sampling locations, and measurement results. Details of the ambient sampling methods and results are provided in **Appendix G**.

The samples were taken between 8:03 a.m. and 10:25 a.m. on Friday, November 13, 2020. The 15-minute L_{eq} values ranged from 57.2 to 65.0 dBA. The lowest of these values was measured at Point 6, which is within the central portion of the temporary TMF site. The maximum ambient noise level was located at Point 2, which is located on the northern portion of the permanent TMF site.

Table 4.13-4
MEASURED AMBIENT NOISE LEVELS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S196	0803-0818	5926 Sheila Street	58.2	74.9	50.6	At the dirt parking lot of the project site.
2	S197	0830-0845	5926 Sheila Street	65.0	79.5	52.0	Along the northernmost driveway of the permanent TMF site, along Sheila Street.
3	S198	0847-0902	6003 Sheila Street	61.9	76.4	53.6	In front of a multi-family building, along Sheila Street.
4	S199	0916-0931	5748 Jillson Street	61.5	69.7	47.9	In front of the single-family home.
5	S200	0938-0953	5721 Sheila Street	63.1	79.0	52.8	In front of the church, along Senta Avenue.
6	S201	1010-1025	5733 Sheila Street	57.2	67.6	52.2	At the central portion of the temporary TMF site.

UltraSystems, 2020.

Figure 4.13-3
NOISE MONITORING LOCATIONS

4.13.4 Regulatory Setting

Federal

The U.S. Department of Housing and Urban Development (HUD) has set a goal of 45 dBA L_{dn} as a desirable maximum interior standard for residential units developed under HUD funding (HUD, 1985). While HUD does not specify acceptable exterior noise levels, standard construction of residential dwellings constructed under Title 24 of the California Code of Regulations typically provides 20 dBA of acoustical attenuation with the windows closed and 10 dBA with the windows open. Based on this assumption, the exterior L_{dn} or CNEL should not exceed 65 dBA under normal conditions.

State of California

The California Department of Health Services (DHS) Office of Noise Control studied the correlation of noise levels with effects on various land uses. (The Office of Noise Control no longer exists.) The most current guidelines prepared by the state noise officer are contained in the "General Plan Guidelines" issued by the Governor's Office of Planning and Research in 2017 (OPR, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable**: Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable**: May require some mitigation, as established through a noise study.
- **Normally Unacceptable**: Requires substantial mitigation.
- **Clearly unacceptable**: Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each are presented in **Table 4.13-5**. There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in every situation.

Table 4.13-5
LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	*Noise Exposure (dBA, CNEL)*					
	55	*60*	*65*	*70*	*75*	*80*
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Land Use Category	*Noise Exposure (dBA, CNEL)*
	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research (Governor's Office of Planning and Research, 2017).

Local Standards

The primary regulatory documents that establish noise standards within the City of Commerce are the City of Commerce 2020 General Plan Safety Element (City of Commerce 2020 General Plan. 2008, p. 152) and the City of Commerce Municipal Code § 19.19.160 (City of Commerce Municipal Code, 2020).

City of Commerce 2020 General Plan Safety Element

The Safety Element of the City of Commerce 2020 General Plan has several policies concerning noise that are applicable to the proposed project (City of Commerce 2020 General Plan, 2008, pp. 160-161):

- **Safety Policy 6.1:** The City of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.
- **Safety Policy 6.2:** The City of Commerce will work with businesses in the city and other public agencies to identify ways to reduce noise impacts throughout the city.
- **Safety Policy 6.3:** The City of Commerce will continue to enforce the existing city's noise control ordinance.
- **Safety Policy 6.4:** The City of Commerce will incorporate noise considerations into land use planning decisions.
- **Safety Policy 6.5:** The City of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.
- **Safety Policy 6.6:** The City of Commerce will encourage acoustical design in all new construction.
- **Safety Policy 6.7:** The City of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.
- **Safety Policy 6.8:** The City of Commerce will evaluate and implement measures to control stationary non-transportation noise impacts.

- **Safety Policy 7.3:** The City of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.

- **Safety Policy 7.4:** The City of Commerce will evaluate the feasibility of constructing sound barriers to mitigate transportation-related noise from railroads and the freeways.

- **Safety Policy 7.8:** The City of Commerce will mitigate noise impacts related to truck loading and unloading (including garbage trucks) by requiring trash pick-up to be changed to daytime periods.

City of Commerce Municipal Code

Section 19.19.160 of the City of Commerce Municipal Code has several provisions that are relevant to noise during construction and operation of the transit maintenance facility. They are described as follows.

No person shall, at any location within the City, create nor allow the creation of noise on property owned, leased, occupied, or otherwise controlled by such person, that causes the noise level when measured on any property to exceed the ambient noise level or the noise standards set forth in **Table 4.13-6**, whichever is greater (City of Commerce Municipal Code, 2020).

Table 4.13-6
CITY OF COMMERCE NOISE STANDARDS

Zone	Time	Allowed Noise Level - dBA
Residential	7 a.m. – 7 p.m. (day)	55
Residential	7 p.m. – 10 p.m. (evening)	50
Residential	10 p.m. – 7 a.m. (night)	45
Commercial	7 a.m. – 10 p.m. (day/evening)	65
Commercial	10 p.m. – 7 a.m. (night)	55
Industrial	Anytime	70

Source: City of Commerce Municipal Code, 2020. Table 19.19.160A.

The City of Commerce also has permitted increases of noise levels based on cumulative minutes per hour as shown in **Table 4.13-7**.

Table 4.13-7
CITY OF COMMERCE PERMITTED INCREASE IN ALLOWED NOISE LEVELS

Permitted Increase (dBA)	Duration of Increase (cumulative minutes/hour)
5	15
10	5
15	1
20	Less than one minute

Source: City of Commerce Municipal Code, 2020. Table 19.19.160B

If the receptor property of a noise is located on the boundary between two different noise zones, the lower noise level standard applicable to the quieter zone shall apply.

If a noise source is continuous and cannot be reasonably discontinued for sufficient time in which to determine the ambient noise level, the measured noise level obtained while the source is in operation shall be compared directly to the noise level standards in **Table 4.13-6**.

No person shall, at any location within the City of Commerce, create any noise, nor shall any person allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person that causes the noise level when measured within any receptor dwelling unit to exceed the noise standards outlined in **Table 4.13-8**.

Table 4.13-8
CITY OF COMMERCE PERMITTED INCREASES IN ALLOWED INTERIOR NOISE LEVELS

Allowable (dBA)	Time (cumulative minutes per hour)
45	Anytime
+5	1
+10	Less than one minute

Source: City of Commerce Municipal Code, 2020. Table 19.19.160C

No person or organization within any residential zone, or within a radius of five hundred feet of a residential zone, shall operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or operate any pile driver, steam shovel, pneumatic hammer, derrick, steam, electric hoist, or other construction type device between the hours of ten p.m. and seven a.m., unless a permit has been obtained from the city.

The City of Commerce shall order an immediate halt to any sound that exposes any person to continuous sound levels in excess of those shown in **Table 4.13-9** or **Table 4.13-10**. Within ten working days following issuance of such an order, the community development director or his designee may apply to the appropriate court for an injunction to replace the order. No order shall be issued if the only persons exposed to sound levels in excess of those listed in **Table 4.13-9** and **Table 4.13-10** are exposed as a result of trespass; invitation upon private property by the person causing or permitting the sound; or employment by the person or a contractor of the person causing or permitting the sound.

Table 4.13-9
CITY OF COMMERCE CONTINUOUS SOUND LEVELS
(Measured at 50 feet)

Sound Level Limit (dBA)	Duration
90	8 hours
95	4 hours
100	2 hours
105	1 hour
110	30 minutes

Source: City of Commerce Municipal Code, 2020. Table 19.19.160D

Table 4.13-10
CITY OF COMMERCE IMPULSIVE SOUND LEVELS
(Measured at 50 feet)

Sound Level Limit (dBA)	Number of Repetitions (per 24-hour period)
145	1
135	10
125	100

Source: City of Commerce Municipal Code, 2020. Table 19.19.160E

4.13.5 Significance Thresholds

Two criteria were used for judging noise impacts. First, noise levels generated by the proposed project must comply with all relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project will be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of impact used in this analysis is a significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people. The proposed project would have a significant noise impact if it would do any of the following:

- Expose persons to or generate long-term noise levels (as CNEL) in excess of standards recommended in the state's land use compatibility table.
- Increase short-term noise exposures at sensitive receivers during construction by 5 dBA L_{eq} or more.
- Contribute, with other local construction projects, to a significant cumulative noise impact.
- Increase operational exposures at sensitive receivers (mainly because of an increase in traffic flow) by 5 dBA CNEL or more.

4.13.6 Response to Checklist Questions

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact with Mitigation Incorporated

Noise impacts associated with new facility developments include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite (stationary) noise sources from the TMF project would include movement of buses, vans and employee vehicles into and from the station, air conditioners,

landscaping and building maintenance. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity.

This section also evaluates potential groundborne vibration that would be generated from the construction or operation of the proposed project.

Short-Term Construction Noise

The construction of the proposed project may generate temporary increases in ambient noise levels that exceed the thresholds of significance for this analysis. Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and on-road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. For the purpose of this analysis, it was estimated that the construction of the temporary TMF would begin in February 2023 and finish in late June of the same year. After a pause, during which the temporary TMF operated, construction of the permanent TMF would run from May 2025 through June 2027.[19]

Construction noise has enough potential to affect sensitive receivers to warrant quantification during three major phases:

- Construction of the temporary TMF.
- Dismantling of the equipment at the Jillson site.
- Construction of the permanent TMF.

The types and numbers of pieces of equipment anticipated in each phase of construction and development were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2 (BREEZE Software, 2017) and UltraSystems' experience with similar projects.

Table 4.13-11 lists the equipment expected to be used. For each equipment type, the table shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated percentage of operating time that the equipment would be producing noise at the stated level (Knauer, H. et. al., 2006). Equipment use was matched to phases of the construction schedule. Using calculation methods published by the Federal Transit Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at the nearest sensitive receivers to each construction site. For almost all the combinations of noise source and sensitive receiver, at least one existing building is on a line of sight between the construction noise source and a receiver. According to Caltrans, in cases where the first row of buildings covers less than about 60% of the field of view, the first row attenuates the noise by about 3 dBA, with 1.5 dBA for each additional row (Caltrans, 2013). Where the coverage exceeds 60%, the first building attenuates about 5 dBA, with 1.5 dBA for each additional row. The attenuation from intervening structures was used to adjust the calculated exposures.

Tables 4.13-12, **4.13-13** and **4.13-14** present the results of the emissions calculations for the Jillson, temporary TMF and permanent TMF sites, respectively.

Table 4.13-11
CONSTRUCTION EQUIPMENT NOISE CHARACTERISTICS

[19] An assumed schedule is in **Table 4.3-4**.

Construction Phase	Equipment Type	Number of Pieces	Maximum Sound Level (dBA @ 50 feet)	Usage Factor	Composite Noise (dBA @ 50 feet)
Temporary TMF					
Demolition	Concrete/Industrial Saw	1	90	0.2	**87.7**
	Rubber-Tired Dozer	1	79	0.4	
	Tractor/Loader/Backhoe	3	85	0.37	
Excavation	Excavator	2	80	0.4	**82.8**
	Rubber-Tired Dozer	1	79	0.4	
	Tractor/Loader/Backhoe	1	85	0.37	
Paving	Pavers	1	77	0.5	**83.5**
	Paving Equipment	1	85	0.5	
	Rollers	2	80	0.2	
Onsite Assembly	Aerial Lift	1	75	0.2	**76.4**
	Crane	1	83	0.29	
	Generator Set	1	73	0.5	
	Welder	1	74	0.45	
EV Chargers	Generator Set	1	73	0.5	**70.0**
	Welder	1	74	0.45	
Jillson Site (Dismantling and Loading for Transport)					
Dismantling	Concrete/Industrial Saw	1	90	0.2	**83.2**
	Generator Set	1	73	0.5	
Loading	Crane	1	83	0.29	**84.0**
	Forklift	1	67	0.2	
	Tractor/Loader/Backhoe	2	85	0.37	
Permanent TMF					
Demolition of Structures	Concrete/Industrial Saw	1	90	0.2	**86.7**
	Rubber-Tired Dozer	1	79	0.4	
	Tractor/Loader/Backhoe	2	85	0.37	
Remove Scrap Metal	Crane	1	83	0.29	**81.2**
	Tractors/Loaders/Backhoes	1	85	0.37	
Demolish Paving	Excavator	1	80	0.4	**84.9**
	Rubber Tired Dozer	1	79	0.4	
	Tractors/Loaders/Backhoes	2	85	0.37	
Site Preparation and Grading	Graders	1	85	0.41	**84.5**
	Rubber-Tired Dozer	1	79	0.4	
	Tractor/Loader/Backhoe	2	85	0.37	
Excavate for Hydraulic Lifts	Excavator	1	80	0.4	**82.0**
	Tractors/Loaders/Backhoes	1	85	0.37	
Building Construction	Crane	1	83	0.29	**84.0**
	Forklift	2	67	0.2	
	Tractor/Loader/Backhoe	2	85	0.37	
Paving	Cement and Mortar Mixer	4	85	0.4	**87.3**
	Pavers	1	77	0.5	
	Rollers	1	80	0.2	
	Tractor/Loader/Backhoe	1	85	0.37	

Construction Phase	Equipment Type	Number of Pieces	Maximum Sound Level (dBA @ 50 feet)	Usage Factor	Composite Noise (dBA @ 50 feet)

Sources:
Knauer et al., 2006 unless otherwise noted.
Crane and roller noise emissions data from County of Ventura, 2010.
Usage factors for cranes, pavers, and rollers from County of Ventura, 2010.
Forklift data and trencher usage factor from Port of Long Beach, 2009.

Table 4.13-12
ESTIMATED ONE-HOUR CONSTRUCTION NOISE EXPOSURES AT NEAREST SENSITIVE RECEIVERS (JILLSON SITE)

Receiver	Source	Distance (feet)	Ambient (dBA L_{eq})	Construction[a] (dBA L_{eq})	New Total (dBA L_{eq})	Increase (dBA L_{eq})
Rosewood Park	Dismantling	580	61.9	55.4	62.8	0.9
	Loading	552	61.9	58.6	63.6	1.7
Commerce City Hall	Dismantling	556	61.9	57.3	63.2	1.3
	Loading	540	61.9	58.3	63.5	1.6
Commerce Library	Dismantling	564	61.9	57.2	63.2	1.3
	Loading	553	61.9	58.1	63.4	1.5
Senior Center	Dismantling	665	61.9	54.2	62.6	0.7
	Loading	668	61.9	56.5	63.0	1.1
Residence - East	Dismantling	950	61.9	49.6	62.1	0.2
	Loading	951	61.9	51.9	62.3	0.4
Residence - North	Dismantling	1080	61.9	51.5	62.3	0.4
	Loading	1031	61.9	51.2	62.3	0.4

[a]Adjusted for presence of intervening buildings.

Table 4.13-13
ESTIMATED ONE-HOUR CONSTRUCTION NOISE EXPOSURES AT NEAREST SENSITIVE RECEIVERS (TEMPORARY TMF SITE)

Receiver	Source	Distance (feet)	Ambient (dBA L_{eq})	Construction[a] (dBA L_{eq})	New Total (dBA L_{eq})	Increase (dBA L_{eq})
Commerce Library	Demolition	915	61.9	54.4	62.6	0.7
	Excavation for Service Bays	1,021		48.6	62.1	0.2
	Onsite Assembly	1,021		42.2	61.9	0.0
	Paving	950		49.9	62.2	0.3
	EV Charging Station	875		37.1	61.9	0.0
Obreros de Cristo	Demolition	198	63.1	75.7	75.9	**12.8**
	Excavation for Service Bays	490		62.9	66.0	2.9
	Onsite Assembly	490		56.6	64.0	0.9
	Paving	313		67.6	68.9	**5.8**
	EV Charging Station	119		62.5	65.8	2.7
Single-Family Residence	Demolition	404	61.5	69.5	70.1	**8.6**
	Excavation for Service Bays	267		63.2	65.4	3.9
	Onsite Assembly	267		56.8	62.8	1.3
	Paving	345		66.7	67.8	**6.3**
	EV Charging Station	404		46.8	61.6	0.1
Senior Center	Demolition	827	61.9	58.3	63.5	1.6
	Excavation for Service Bays	949		49.2	62.1	0.2
	Onsite Assembly	949		42.8	62.0	0.1
	Paving	863		50.7	62.2	0.3
	EV Charging Station	776		41.2	61.9	0.0

[a]Adjusted for presence of intervening buildings, where applicable.

Table 4.13-14
ESTIMATED ONE-HOUR CONSTRUCTION NOISE EXPOSURES AT NEAREST SENSITIVE RECEIVERS (PERMANENT TMF SITE)

Receiver	Source	Distance (feet)	Ambient (dBA L_{eq})	Construction[a] (dBA L_{eq})	New Total (dBA L_{eq})	Increase (dBA L_{eq})
Multifamily Residence	Demolition of Structures	1,028	61.9	55.4	62.8	0.9
	Remove Scrap Metal	1,028		50.0	62.2	0.3
	Demolish Paving	1,065		53.3	62.5	0.6
	Site Preparation and Grading	1,028		53.2	62.4	0.5
	Excavate for Hydraulic Lifts	1,200		47.9	62.1	0.2
	Building Construction	1,197		51.4	62.3	0.4
	Paving	277		69.4	70.1	**8.2**
Single-Family Residence	Demolition of Structures	1,144	61.5	53.0	62.1	0.6
	Remove Scrap Metal	1,144		49.0	61.7	0.2
	Demolish Paving	1,169		52.5	62.0	0.5
	Site Preparation and Grading	1,144		50.8	61.9	0.4
	Excavate for Hydraulic Lifts	1,320		47.0	61.7	0.2
	Building Construction	1,310		49.2	61.7	0.2
	Paving	352		65.3	66.8	**5.3**
Obreros de Cristo	Demolition of Structures	1,348	63.1	51.6	63.4	0.3
	Remove Scrap Metal	1,348		46.1	63.2	0.1
	Demolish Paving	1,220		50.6	63.3	0.2
	Site Preparation and Grading	1,348		49.3	63.3	0.2
	Excavate for Hydraulic Lifts	1,351		46.8	63.2	0.1
	Building Construction	1,334		49.0	63.3	0.2
	Paving	1,438		53.6	63.6	0.5

[a]Adjusted for presence of intervening buildings, where applicable.

During demolition and paving at the temporary TMF site, increases in noise exposures at the Obreros de Cristo and single-family residence would exceed the significance threshold of 5 dBA. Paving during construction of the permanent TMF would also increase residential exposures by more than 5 dBA. Implementation of the following mitigation measures will ensure that impacts from construction noise would be less than significant.

Mitigation Measures

MM N-1 If surrounding residents or other sensitive receivers complain of excessive noise during construction, then the construction contractor will conduct noise monitoring in the area of concern during the suspected noise-producing construction activities. If the monitored noise levels exceed background levels by 5 dBA or more, then the construction contractor will mitigate noise levels using temporary noise shields, noise barriers or other mitigation measures to comply with those restrictions or standards. (See below.)

MM N-2 The construction contractor will use the following **source controls**, except where not physically feasible:

- Use of noise-producing equipment will be limited to the interval from 7 a.m. to 6 p.m., Monday through Friday.
- For all noise producing equipment, use types and models that have the lowest horsepower and the lowest noise generating potential practical for their intended use.
- The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and lubricated, and that mufflers are working adequately.
- Have only necessary equipment onsite.
- Use manually-adjustable or ambient sensitive backup alarms (that is, a backup alarm that self-adjusts to be approximately 5 dBA over background noise).

MM N-3 The contractor will use the following **path controls**, except where not physically feasible:

- Install portable noise barriers, including solid structures and noise blankets, between the active noise sources and the nearest noise receivers.
- Temporarily enclose localized and stationary noise sources.
- Store and maintain equipment, building materials, and waste materials as far as practical from as many sensitive receivers as practical.

MM N-4 Advance notice of the start of construction shall be delivered to all noise sensitive receivers within 500 feet of the center of the project site. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the City.

Level of Significance After Mitigation

With implementation of mitigation measures **N-1** through **N-4** above, the project would result in less than significant construction noise impacts to sensitive receivers.

Operational Noise

Onsite

Onsite noise sources from the proposed TMF project would include bus maneuvering and parking, externally placed air conditioners, landscaping and building maintenance equipment; and motor vehicles driving into, within, and out of the parking areas. Given the small number of repair visits and departures and the small size of the work force, onsite vehicle noise generation will be minor. The repair bays would be the only potentially significant noise sources.

A method for estimating short-term emissions from motor vehicle repair activities was described in the noise technical report for this study. (See **Appendix G**). We estimated that the average hourly noise exposure from one bay at 50 feet would be 72.6 dBA L_{eq}. For the permanent TMF, we assumed a "worst case" of all noisy equipment operating simultaneously at four bays, and that the maintenance building provides no noise shielding. The combined noise emissions would therefore be 78.6 dBA at 50 feet. Estimated hourly exposures at the nearest sensitive receivers, which are shown in **Table 4.13-15**, are barely above ambient levels. Impacts would therefore be less than significant.

Table 4.13-15
ESTIMATED ONE-HOUR REPAIR FACILITY NOISE EXPOSURES AT NEAREST SENSITIVE RECEIVERS (PERMANENT TMF SITE)

Receiver	Distance (feet)	Ambient (dBA L_{eq})	Service Bays[a] (dBA L_{eq})	New Total (dBA L_{eq})	Increase (dBA L_{eq})
Multifamily Residence	1,197	61.9	46.0	62.0	0.1
Single-Family Residence	1,310	61.5	43.7	61.6	0.1
Obreros de Cristo	1,334	63.1	43.6	63.1	0.0

[a]Adjusted for presence of intervening buildings, where applicable.

Roadway Noise

The principal noise source in the project area is traffic on local streets. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on neighborhood roadways and at intersections. A noise impact would occur if the project contributes to a permanent increase in ambient noise levels affecting sensitive receivers along roadways that would carry project-generated traffic.

As discussed in **Section 4.3.**6, this IS/MND did not consider onroad noise from the expected increase in the number of transit and City fleet vehicles; onroad service expansion was to be considered as another "project" requiring its own CEQA analysis (if not exempted). Onroad noise only from the increased number of TMF employees was considered. According to the transportation impact

analysis (TIA) prepared for this project (KOA, 2021, p. 16), the project will generate about 30 new employee vehicle trips per day. The TIA did not report average daily traffic (ADT) on local streets. Given the low number of trips generated, a precise value of ADT is not needed. According to traffic count data provided by the City of Commerce (McFerguson, 2020), a typical value of ADT on East Washington Boulevard between Eastern Avenue and Telegraph Road was about 18,500 vehicles per day. The increase in traffic due to project employee commuting would be about 0.16%.

Given the logarithmic nature of the decibel, traffic volume needs to be doubled—that is, a 100 percent increase—in order for the noise level to increase by 3 dBA (ICF Jones and Stokes, 2009), the minimum level perceived by the average human ear. Because the maximum increase in traffic at any intersection would be below 100%, operational traffic noise impacts on sensitive receivers would be less than significant.

Noise impacts on residences from transit vehicles entering and leaving the facility at 4:30 a.m. or 10:00 p.m. were also estimated.[20] Because the new facility will be at some distance from the current location, new streets will receive the bus traffic. For a "worst-case" analysis, it was assumed that all 40 buses served by the permanent TMF drive past the multifamily residences on Sheila Street. (See **Figure 4.13-2**.) Exposures to bus noise were estimated by the sound exposure level (SEL) method prescribed by the Federal Transit Administration (FTA, 2018).[21] For exposures at 50 feet from the centerlines of Sheila Street, the hourly L_{eq} values due to bus traffic would be about 56.4 dBA. The actual distance between the bus traffic and the residences along Sheila Street would be about 38 feet. The distance-adjusted estimate of traffic exposure would be about 57.6 dBA.

As seen in **Table 4.13-4**, the measured L_{90} near the multifamily residences on Sheila Street near the entrance and exit to the permanent TMF was 53.6 dBA. The L_{90} represents "background" noise levels in the vicinity of the measurement point, and may be used to characterize nighttime ambient noise when measurement data are unavailable. The increase in ambient noise level due to the bus arrivals or departures would be about 5.5 dBA, which would be significant.

Mitigation Measure

MM-N-5 During project operation the City of Commerce Transportation Department shall ensure that buses traveling on Sheila Street between Commerce Way and Interstate 5 before 7:00 a.m. or after 10:00 p.m. will limit their speed to 15 miles per hour.

Level of Significance After Mitigation

Implementation of mitigation measure N-5 would ensure that impacts from bus traffic would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This

20 These are the times when buses begin or end their daily service.
21 This is discussed in **Appendix G**.

effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The American National Standards Institute (ANSI, 1983) indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories, should not exceed 0.2 inch per second of PPV. The FTA also uses a PPV of 0.2 inch per second as a vibration damage threshold for fragile buildings and a PPV of 0.12 inch per second for extremely fragile historic buildings (FTA, 2018, p. 186). The FTA criteria for infrequent groundborne vibration events (less than 30 events per day) that may cause annoyance are 80 VdB for residences and buildings where people normally sleep, and 83 VdB for institutional land uses with primarily daytime use.

Construction Vibration

It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy, mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate closely enough to any sensitive receivers to cause vibration impact.

- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes almost always eliminates the problem.

The project would not include any blasting, drilling, or pile driving. Construction equipment such as loaded trucks, jack hammers, and small bulldozers may temporarily increase groundborne vibration or noise at the project site.

The construction vibration analysis used formulas published by the Federal Transit Administration (FTA, 2018, p. 186). For a standard reference distance of 25 feet, peak particle velocity is found from:

$$PPV = PPV_{ref} \times (25/D)^{1.5}$$

where

PPV_{ref} = Reference source vibration at 25 feet

D = Distance from source to receiver

The vibration level (VdB) for a standard reference distance of 25 feet is found from:

VdB = L_{vref} – 30 log (D/25)

where

L_{vref} = Reference source vibration level at 25 feet

D = Distance from source to receiver

The FTA has published standard vibration levels for construction equipment operations, at a distance of 25 feet (FTA, 2018, p. 184). The smallest distance from construction activity to a residential receiver would be about 277 feet. The calculated vibration levels expressed in VdB and PPV for selected types of construction equipment at distances of 25 and 277 feet are listed in **Table 4.13-16**.

Table 4.13-16
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 277 feet (in/sec)	Vibration Decibels at 277 feet (VdB)
Loaded trucks	0.076	86	0.002	55
Jack hammer	0.035	79	0.001	48
Small bulldozer	0.003	58	0.00008	27
Large bulldozer	0.089	87	0.002	56

As shown in **Table 4.13-16**, the vibration level of construction equipment at the nearest sensitive receiver (277 feet) is at most 0.002 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings, and 56 VdB, which is less than the FTA threshold for human annoyance of 80 VdB. Construction vibration impacts would therefore be less than significant.

Operational Vibration

Operation of the proposed project would not involve significant sources of groundborne vibration or groundborne noise. Thus, operation of the proposed project would result in a less than significant impact.

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?

Less than Significant Impact

The closest airport to the project is the Compton/Woodley Airport, which is approximately 8.5 miles southwest of the permanent TMF site (Google Earth Pro, 2020). The project site is not within the Compton/Woodley Airport's land use plan (AECOM, 2016). Therefore, the proposed project would have no impact in regard to excessive noise near airports.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

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)?

Less than Significant Impact

The population of the City of Commerce is forecast to increase approximately 5 percent between 2020 and 2040; the number of households is forecast to increase approximately 7 percent; and employment is forecast to decrease approximately 7 percent (see **Table 4.17-1** below).

Table 4.14-1
CITY OF COMMERCE DEMOGRAPHIC FORECAST

	2020	2040	Difference, 2040 - 2020	Percent Difference, 2040 - 2020
Population	12,868	13,500	632	4.9%
Households	3,380	3,600	220	6.5%
Employment	52,624	49,100	-3,524	-6.7%

Sources: CDF, 2020; SCAG, 2016; US Census

The project does not propose construction of any residential uses, nor does it include extension of existing infrastructure. Construction of the temporary and permanent TMFs would each generate employment. The project would create employment opportunities both during the construction and operational phases. However, it is anticipated that employees from the local workforce would be hired during the construction phases of the project. Construction typically does not induce workers to move into a region due to the short-term nature of most construction projects.

Project operation would ultimately involve relocating the existing TMF operations to the new permanent TMF site. The project would not involve a large expansion of city staff. At least 26 employees would work at the proposed facility, including six management and supervisory staff, three dispatchers, seven mechanics, and 10 service workers. The balance of the Transportation

Department staff consists of bus drivers who would be onsite briefly during the beginnings and ends of their shifts. Thus, the project would have a less than significant impacts regarding unplanned population growth.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

Both the temporary TMF site and the permanent TMF site contain no housing and no one lives on either site. No homes would be removed or torn down as a result of the proposed project and no residents would be displaced as a result of the project. Therefore, the project would have no impact regarding displacement of housing or people.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			**X**	
b) Police protection?			**X**	
c) Schools?				**X**
d) Parks?			**X**	
e) Other public facilities?				**X**

a) Fire Protection?

Less than Significant Impact

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical service to the City of Commerce as well as 58 other cities and the unincorporated areas of Los Angeles County.[22] The LACFD serves approximately 4.1 million residents across approximately 2,300 square miles. The LACFD operates 175 fire stations organized into 22 battalions and has a total staff of 5,901 (LACFD, 2020).

Most of the City of Commerce is in the service areas of two stations, Station 27 at 6031 Rickenbacker Road and Station 50 at 2327 Saybrook Avenue; both those stations are in the City of Commerce. Station 50 is equipped with one fire engine and one rescue ambulance. Station 27 is equipped with one engine, one quint, and one battalion commander's vehicle.[23] Stations 27 and 50 are both components of Battalion 3. The temporary and permanent TMF sites are both in the service area of Station 50, which is 1.4 miles by road northeast of the permanent TMF site.

Approximately 300 vehicles, including 23 buses, are maintained at the existing TMF. The temporary transit maintenance facility would serve approximately 310 vehicles and 23 buses. Project development would not dramatically increase the size of the City's fleet or the Transportation Department's staff. Therefore, development would not significantly increase demands for LACFD's services. The facilities comprising both the permanent and temporary TMFs would be built in compliance with the California Fire Code and California Building Code, including requirements for sprinklers (in the permanent TMF buildings), fire and smoke protection systems, fire protection and life safety systems, and means of egress. Project implementation would not require construction of a

22 LACFD serves 58 cities in Los Angeles County, including the City of Commerce, and the City of La Habra in Orange County.

23 A quint is a fire apparatus serving dual purposes of an engine and a ladder truck.

new or expanded fire station to meet the needs of the proposed project; therefore, impacts would be less than significant.

b) Police Protection?

Less than Significant Impact

The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Commerce; the City is in the service area of LASD's East Los Angeles Station at 5019 East Third Street in the Community of East Los Angeles in unincorporated Los Angeles County. The LASD serves 42 contract cities as well as the unincorporated areas of Los Angeles County; its total staff is over 18,000 including over 10,000 uniformed officers. LASD's Patrol Operations is organized into four geographic divisions; the East Los Angeles Station is part of the Central Division (LASD, 2020a; LASD, 2020b).

Demands for police protection are generated by the population and the total building area in the police agencies' service areas. The proposed project ultimately consists of relocating the existing TMF operations to a new facility. Project development would not dramatically expand the City's fleet or the staff of the City's transportation department. Thus, project development would not significantly increase demands for police services in LASD service area. Development would not require construction of a new or expanded police facilities to meet the needs of the proposed project; therefore, impacts would be less than significant.

c) Schools?

No Impact

Both the temporary and permanent TMF are located within the boundary of the Montebello Unified School District, which spans approximately 22 square miles and had districtwide enrollment in the 2019-20 school year of 24,371 (CDE, 2020).

The temporary and permanent project sites are located in the attendance boundaries of Rosewood Park K-8 School and Bell Gardens High School. Rosewood Park School is at 2353 South Commerce Way in the City of Commerce; enrollment in the 2019-20 school year was 770, consisting of 441 in the elementary school grades (K-5) and 329 in the middle school grades (6-8) (CDE, 2020). Bell Gardens High School is at 6119 Agra Street in the City of Bell Gardens; the school's enrollment in the 2019-20 school year was 2,520 (CDE, 2020).

Demand for schools is generated by the numbers of households in the schools' service areas. The project would not develop households and thus would not generate demands for school facilities or services. The proposed project consists of development of a temporary and permanent TMF, the construction and operation of which would not result in the generation of any additional students. Project development would not substantially increase operational employment at either the temporary or permanent TMF. Therefore, no impact would occur.

d) Parks?

Less Than Significant Impact

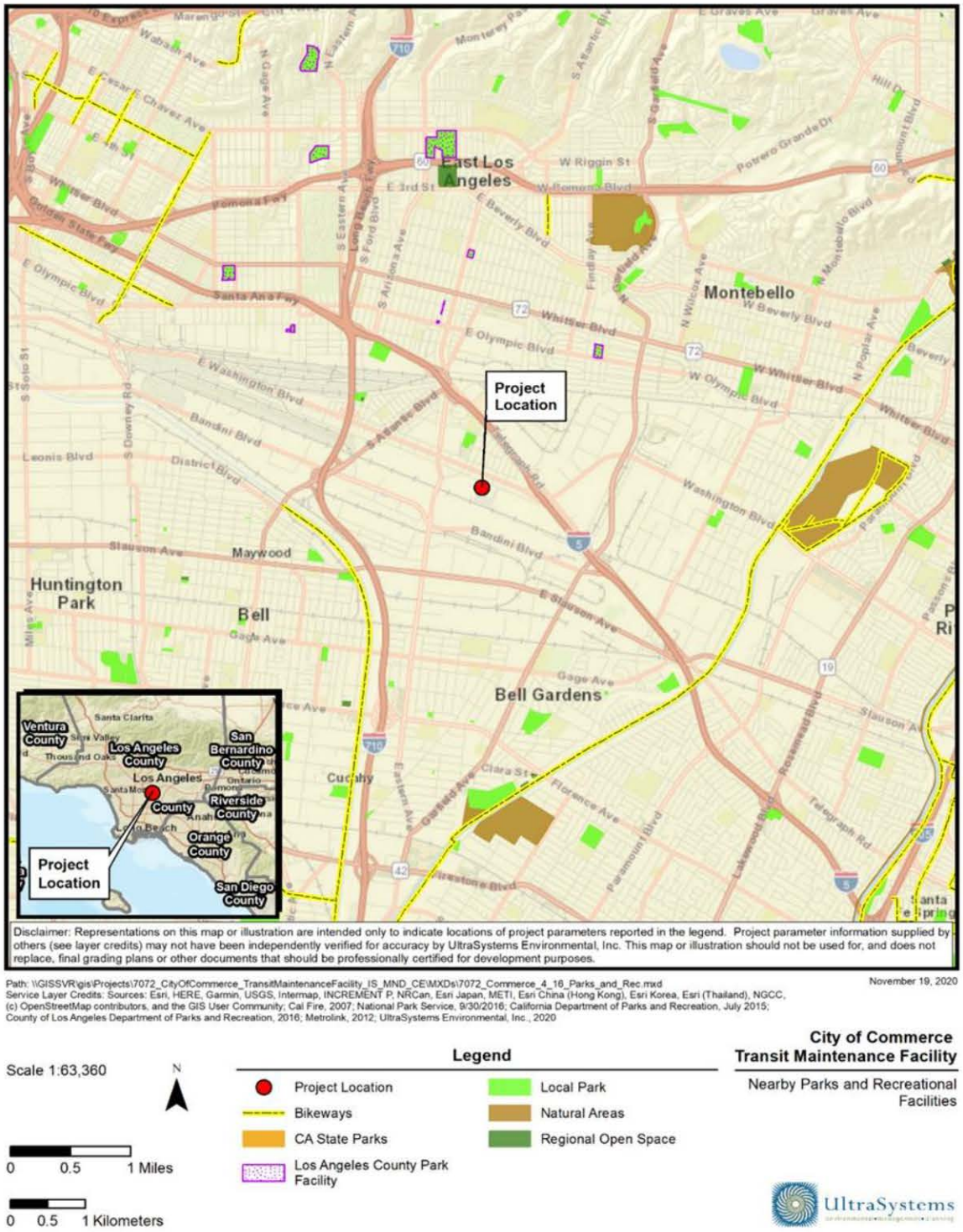
The City of Commerce Department of Parks and Recreation provides recreation services in, and maintains, the City's parks. **Figure 4.15-1** below shows the lack of parks in the project vicinity. The nearest park to the temporary and permanent TMF sites is Rosewood Park at 5600 Harbor Street, approximately 0.4 mile north of the permanent TMF site. The proposed TMF project is a non-residential project that would not directly increase the City's population and would only slightly increase it indirectly through temporary and permanent employees. It is anticipated that there would be ten construction employees for the temporary TMF site and up to 30 construction workers for the permanent TMF site. At least 26 employees would work at the proposed permanent TMF facility, including six management and supervisory staff, three dispatchers, seven mechanics, and 10 service workers. The balance of the Transportation Department staff consists of bus drivers who would be onsite briefly during the beginnings and ends of their shifts. Therefore, any increase in the use of existing neighborhood and regional parks resulting from the project would be negligible. Therefore, the project would have a less than significant impact.

e) Other Public Facilities?

No Impact

The Commerce Public Library (CPL) provides public library services to the City. The CPL operates four facilities; the nearest of these facilities, Rosewood Library—CPL's main facility—is at 5655 Jillson Street (CPL, 2020), approximately 0.3 mile north of the permanent TMF site and just east of the existing TMF. Demands for libraries are generated by the populations in the libraries' service areas. The proposed project would not develop housing and thus would not increase population in the City of Commerce; therefore, the project would not generate a demand for library services. No impact would occur.

Figure 4.15-1
NEARBY PARKS AND RECREATIONAL FACILITIES



4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
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?				X

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?

Less Than Significant Impact

The parks nearest to the project site are Rosewood Park, located approximately 0.45-mile northwest of the project site and Bandini Park, located approximately 1.25-mile northwest of the project site (MapCollaborator, 2020). The temporary TMF site is developed with vacant metal buildings. The permanent TMF site is developed with a closed solid waste transformation facility; an SCE substation; and a CNG fueling station. Thus, neither site currently generates demand for parks nor provides any park facilities.

The proposed TMF project is a non-residential project that would not directly increase the City's population and would only slightly increase it indirectly through temporary and permanent employees. It is anticipated that there would be ten construction employees for the temporary TMF site and up to 30 construction workers for the permanent TMF site. At least 26 employees would work at the proposed permanent TMF facility, including six management and supervisory staff, three dispatchers, seven mechanics, and 10 service workers. The balance of the Transportation Department staff consists of bus drivers who would be onsite briefly during the beginnings and ends of their shifts. Therefore, any increase in the use of existing neighborhood and regional parks or other recreational facilities resulting from the project would be negligible. Therefore, the project would have a less than significant impact.

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 project does not propose new or expanded recreational facilities and would not require the construction or expansion of recreational facilities. No impact would occur.

4.17 Transportation and Traffic

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

The information in this Section is based on the Transportation Assessment for the City of Commerce Transit Maintenance Facility completed by KOA in February 2021. A complete copy of this Report is included as **Appendix H** to this IS/MND.

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact with Mitigation Incorporated

Existing Roadways and Intersections

Sheila Street is a two-lane, east-west local street with a sidewalk on the north side of the roadway.

Washington Boulevard is a six-lane east-west divided roadway with sidewalks on both sides of the roadway. West of Telegraph Road, on-street parking is permitted in the outermost travel lane outside of peak hours. East of Telegraph Road, on-street parking is always prohibited on both sides of the street. The posted speed limit is 40 miles per hour.

Jillson Street is a two-lane, east-west local street.

Commerce Way, a north-south roadway, is a four-lane roadway south of Washington Boulevard and a two-lane roadway north of Washington Boulevard; it is classified as a Major Street in the City of Commerce General Plan (City of Commerce 2020 General Plan, 2008, p. 63). Sidewalks are present on both sides of the roadway.

Eastern Avenue is a four-lane, north-south roadway; divided in places and with a striped median in places; it is classified as a Major Arterial in the City of Commerce General Plan (City of Commerce

2020 General Plan, 2008, p. 63). Near Washington Boulevard, parking is permitted on both sides of the street, subject to restrictions. The posted speed limit is 45 miles per hour. Sidewalks are present on both sides of the roadway.

Telegraph Road is a six-lane northwest-southeast roadway with a two-way median turn lane; it is classified as a Major Arterial in the City of Commerce General Plan (City of Commerce 2020 General Plan, 2008, p. 63). Sidewalks are present on both sides of the roadway. Parking is prohibited on both sides of the street north of Washington and permitted on the west side of the street south of Washington. The posted speed limit is 45 miles per hour.

Intersections

Two intersections were analyzed in the project traffic impact analysis: Eastern Avenue at Washington Boulevard and Telegraph Road at Washington Boulevard; both intersections are signalized.

Bicycle Facilities

No bicycle facilities are mapped near the project site on the Los Angeles County Metropolitan Transportation Authority Metro Bike Information Map (Metro, 2014). The City of Commerce issued a Bicycle and Pedestrian Plan (BPP) in October 2020. The BPP includes a proposed north-south Class I (off-road) bicycle path within a utility easement that would cross Sheila Street approximately 0.3 mile east of the project site; Class II (striped and signed) bicycle lanes on Eastern Avenue and Commerce Way; and a Class III (signed) bicycle route on Sheila Street (City of Commerce, 2020b, p. 59).

Public Transit

Commerce Municipal Bus Lines Routes 100, 200, 600, 700, and 800 operate on part or all of the segment of Washington Boulevard between Eastern Avenue and Telegraph Road (City of Commerce Municipal Bus Lines, 2021). Other public transit services near the project sites are: Metro Line 258: north-south, operates on Eastern Avenue; Metro Line 62: northwest-southeast, operates on Telegraph Road; and Montebello Bus Lines Route 50: east-west, operates on Washington Boulevard (Metro, 2017).

Existing Trip Generation

After adjusting the number of bus trips from the existing TMF by a passenger car equivalent rate of 1.5 to determine the passenger car traffic equal to the generated bus traffic, the existing TMF is estimated to generate 1,140 trips per day including 261 trips each in the a.m. and p.m. peak hours.

Traffic Analysis Methods

Two methods of analyzing project traffic impacts were used, as described below.

Vehicle miles traveled (VMT) was estimated using the Southern California Association of governments (SCAG) Regional Travel Demand Model (RTDM). This model evaluates travel activity across the six-county SCAG region. The model uses demographic, land use and employment data from sources like the US Census and California Economic Development Department to model trip activity by various private and shared modes. As described below, potential project impacts have been analyzed in terms of VMT.

Level of Service (LOS) is a qualitative assessment of intersection operation based on average delay per vehicle in seconds. LOS is a six-point scale in which LOS A represents free-flowing traffic with minimal delay, and LOS F represents severe congestion. LOS analysis was conducted to meet City of Commerce requirements separate from CEQA. The LOS analysis is not relevant to the CEQA impact analysis and thus is omitted from the discussion in this Section. For further information please refer to the Transportation Assessment included as **Appendix H** to this IS/MND.

Standards of Significance

Vehicle Miles Traveled

The City of Commerce uses Los Angeles County guidelines respecting vehicle miles traveled (VMT) impact analysis. The Los Angeles County threshold for the South County planning area—comprising the entire urbanized portion of the Los Angeles Basin—is that VMT per employee be 16.8 percent below the baseline. The baseline VMT for the South County planning area is 18.4 VMT per employee; thus, the threshold is 15.3 VMT per employee.

Vehicle Miles Traveled Analysis

Vehicle Miles Traveled (VMT) for the baseline and future scenarios were calculated based on a multi-step method. The method derives project daily trip generation based on existing and proposed employment. The baseline scenario used the trip generation for the existing Transit Maintenance Facility, while the future scenario used net trip generation for the proposed facility. The future year modeled is 2040; thus, the future year scenario applies only to the permanent TMF. Daily average (baseline and future-year) trip lengths were taken from the SCAG Regional Travel Demand Model (RTDM), as described above.

Multiplying the trip generation by the trip length gives home-based work VMT, which was divided by the employee population to derive VMT per employee. For the future VMT, the net new employee trips generated by the permanent facility were multiplied by the model (future year) trip lengths and added to the change in trip length anticipated from site relocation. Average home-based work trip lengths were calculated for two Transportation Analysis Zones (TAZs) within a 0.25-mile radius of the project. Average trip lengths in 2016 in the two TAZs were 16.6 miles in and 16.5 miles out. Average trip lengths in 2040 are estimated to be 18.3 miles in and 17.4 miles out. Trips approaching from the west on Washington Boulevard to the proposed permanent TMF are estimated to increase in length by approximately 0.64 miles compared with trips to the existing TMF; and trips approaching from the east on Washington Boulevard are estimated to decrease in length by about 0.21 miles.

Total VMT would increase by 558.4 from existing (2016) to future (2040) conditions, consisting of 534.8 net new VMT plus 23.6 shifted VMT (see **Table 4.17-1** below). VMT per employee would increase slightly from 33.1 in 2016 to 34.0 in 2040, as shown below in **Table 4.17-2**. The threshold of significance for VMT impacts for employment sites is 15.3 VMT per employee. Project-generated VMT per employee would exceed the threshold and thus would be a significant impact before implementation of mitigation measures **TRANS-1** through **TRANS-4**.

Table 4.17-1
DAILY VEHICLE MILES TRAVELED (VMT), BASELINE AND FUTURE PROJECT SCENARIOS

Year	Variable	Total	In	Out
Existing (2016)	Trips	100	50	50
	Average Length	-	16.6	16.5
	VMT	**1,654.6**	829.1	825.5
Future with Project (Permanent TMF) (2040)	Net New Trips	30	15	15
	Average Length	-	18.3	17.4
	Net New VMT	534.8	274.1	260.7
	Shifted VMT	23.6	11.8	11.8
	Total VMT	**2,212.9**	1115.0	1098.0
Net Change, Future less Existing		**558.4**	285.9	272.5

[1] **Source**: KOA, 2021

Table 4.17-2
VMT PER EMPLOYEE, EXISTING AND FUTURE

Metric	Existing	Future
VMT TOTAL	1,654.6	2,212.9
No (Employees)	50	65.0
VMT per Employee	33.1	34.0
Threshold (LA South County)	15.3	15.3
Exceeds Threshold?	**Yes**	**Yes**

[1] **Source**: KOA, 2021

Queueing Analysis

Los Angeles County traffic impact analysis guidelines state that project access is constrained if generated traffic would contribute to unacceptable queuing at signalized intersections. The project TIA included an analysis of queueing effects for the temporary and permanent TMFs for the intersections of Eastern Avenue at Washington Boulevard and Telegraph Road at Washington Boulevard. No adverse impacts on access through the intersections by operation of either TMF was identified. The details of the queuing analysis are presented in the TIA included as **Appendix H** to this document.

Project Access

The TIA analyzed operation of intersections of project site driveways with roadways for both the temporary and permanent TMFs.

Temporary TMF

The TIA recommends installation of stop signs at driveway exits of the temporary TMF site onto Senta Avenue and Elkgrove Avenue. Vehicle queueing would be less than one vehicle for inbound turning movements, and vehicles turning into those driveways would not adversely affect the operation of

Senta Avenue or Elkgrove Avenue. The recommended stop sign is not mitigation and is not required to reduce a significant impact. Impacts would be less than significant.

Permanent TMF

The TIA recommends installation of a stop sign at the permanent TMF driveway approach to Sheila Street. The recommended stop sign is not mitigation and is not required to reduce a significant impact. Vehicle queueing would be less than one vehicle for inbound turning movements, and vehicles turning into those driveways would not adversely affect the operation of Sheila Street.

City of Commerce Bicycle and Pedestrian Plan

The goals of the City's Bicycle and Pedestrian Plan (BPP) are to increase rates of walking and bicycling, provide safer facilities, connect the city, reduce vehicle emissions, provide safe access to city destinations, and improve the city's overall quality of life (City of Commerce, 2020b). The BPP recommends bicycle, pedestrian, and safe routes to school improvements; prioritizes the recommended improvements; and identifies potential local, state, and federal funding sources. The BPP recommends two improvements on Sheila Street which would extend past both the proposed temporary TMF site and the intersection with the driveway to the proposed permanent TMF site: a Class III (signed) bicycle route; and sidewalk improvements consisting of closing gaps on both sides of the street; currently no sidewalks are present on most of the south side of the street. Project development would not remove or interfere with any existing bicycle or pedestrian facility and would not conflict with any plans governing the circulation system. Therefore, the proposed project would have a less than significant impact on bicycle and pedestrian facilities.

Project Construction

Temporary TMF

Construction of the temporary TMF would involve much less work than a typical development project would. Construction would involve demolition of one metal building and could involve demolition of a metal roof over a vehicle washing station. Construction would not involve grading. Construction would involve installation of portable buildings and/or cargo containers. Sidewalks are present along all four sides of the temporary TMF site. Existing access to the TMF site is via driveways from Elkgrove Avenue and Senta Avenue. Driveway curb cuts are also present on Sheila Street. Construction of the temporary TMF would involve trucks and some construction equipment crossing some of the sidewalks abutting the site. Such crossings are not expected to cause substantial traffic and pedestrian hazards, as no obstructions to visibility of pedestrians on the sidewalks (such as walls, vegetation, or buildings) are present. The Transportation Department and/or its construction contractor would use standard precautions for minimizing hazards to pedestrians at construction entrances. Construction impacts at the temporary TMF site would be less than significant.

Permanent TMF Site

No sidewalk is present on the south side of Sheila Street near the driveway entrance to the permanent TMF site. A sidewalk is present on the north side of the roadway. Construction of the permanent TMF would involve trucks and construction equipment entering and exiting the driveway entrance to the TMF site. Such traffic at the driveway entrance could increase traffic hazards and traffic and pedestrian hazards there. This impact would be less than significant. The Transportation Assessment recommends installation of a stop sign at the project driveway approach to Sheila Street. The

recommended stop sign is not mitigation and is not required to reduce a significant impact. Construction impacts at the permanent TMF site would be less than significant.

Mitigation Measures

Transportation Demand Management (TDM) Plan

The City of Commerce Transportation Department would implement a Transportation Demand Management (TDM) Program set forth in mitigation measures **TRANS-1** through **TRANS-7** below.

MM TRANS-1 During a five-year period from the issuance of a Certificate of Occupancy for each respective TMF site by the City, the City of Commerce Transportation Department shall work to achieve the target VMT for each annual reporting period through a Transportation Demand Management (TDM) Program consisting of implementation of mitigation measures **TRANS-2** through **TRANS-7**.

MM TRANS-2 During project operations at the temporary and permanent TMFs, respectively, the City of Commerce Transportation Department would implement marketing strategies to reduce commute trips, including:

- New employee orientation of trip reduction and alternative mode options
- Event promotions
- Publications

MM TRANS-3 During project operations at the Temporary and Permanent TMFs, respectively, the City of Commerce Transportation Department shall provide subsidized/discounted daily or monthly public transit passes. These passes can be partially or wholly subsidized by the City.

MM TRANS-4 During project operations at the temporary and termanent TMFs, respectively, the City of Commerce Transportation Department shall include a ride-sharing program with the following aspects:

- Designating a certain percentage of parking spaces for ride sharing vehicles
- Providing a web site or message board for coordinating rides

MM TRANS-5 During project operations at the temporary and termanent TMFs, respectively, the City of Commerce Transportation Department shall make the following improvements to the transit system surrounding the two sites:

- Sidewalk/ crosswalk safety enhancements
- Bus passenger shelter and waiting area improvements.

MM TRANS-6 During operations of the temporary and permanent TMFs the City of Commerce Transportation Department shall produce annually an Employee VMT Monitoring Summary identifying the implemented program details and verifying through a survey effort of employees on project VMT. The survey shall determine the commute distances for each employee. The employee mode of travel (auto, carpool, transit, bicycle, or other means) and trip length shall be used to determine the average home-

based work trip distance per employee and average VMT based on the number of total related vehicle trips.

MM TRANS-7 In the event that the project operations do not comply with the target maximum VMT value, the City of Commerce Transportation Department shall increase efforts to bring the VMT value to the target value or better. If the target level is not reached, however, then the City of Commerce Transportation Department would be required to re-evaluate the TDM Program to determine if efforts need to changed, embellished, and/or increased.

Level of Significance After Mitigation

Monitoring of the TDM Plan and VMT reduction measures should verify that major categories of trip reduction measures are being implemented, but every measure does not need to be mandated as long as the target VMT has been reached. The primary goal of the monitoring is to verify that the VMT value for the project is at the target level or lower. With this program effectively in place and with the meeting of the target level, project VMT impacts would be less than significant.

The goal for the VMT reduction measures is a 55 percent reduction in VMT. The estimated levels of effectiveness of the four mitigation measures are as follows:

- Implement commute trip reduction program – a reduction up to 6%
- Ride-sharing program – a reduction up to 15%
- Transit subsidy – a reduction up to 20%
- Transit access and network improvements – a reduction up to 8%

The four mitigation measures combined are estimated to reduce VMT by up to 49 percent, very close to the reduction goal of 55 percent. A more detailed assessment of the effectiveness of the mitigation measures is presented it the TIA included as **Appendix H** to this document. Impacts would be less than significant after mitigation, as the estimated 49 percent VMT reduction would be close to the 55 percent reduction target.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact

CEQA Guidelines section 15064.3(b) pertains to the use of Vehicle Miles Traveled (VMT) as a method of determining the significance of transportation impacts. Project VMT impacts are estimated to be less than significant after mitigation, as substantiated above in Section 4.17.a.

c) Would the project substantially increase 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

Vehicular access to the temporary TMF site is via driveways from Elkgrove Avenue and Senta Avenue. Vehicular access to the permanent TMF site is via a driveway along Sheila Street. The project would comply with all applicable requirements of the City of Commerce regarding traffic-related design

features and would be designed to provide adequate lines of sight, proper emergency access, and vehicle flow within the project Site. It would be designed to meet current City of Commerce design standards, including sidewalk design, and would not introduce incompatible uses. Additionally, the proposed project would not require expanding into public right-of-way. The project would not disrupt existing bicycle or pedestrian facilities during the construction phase and the project would not preclude the construction of bicycle of pedestrian facilities as identified in the City of Commerce Bicycle and Pedestrian Plan. The project Transportation Assessment recommends installation of stop signs at the temporary TMF driveway approaches to Senta Avenue and Elkgrove Avenue, and at the permanent TMF driveway approach to Sheila Street. The recommended stop signs are not mitigation and are not required to reduce a significant impact. The project would not increase hazards due to a geometric design feature, and traffic hazard impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact

Temporary TMF Site

The two driveway entrances to the temporary TMF site would provide adequate emergency access to the site during both construction and operation of the temporary TMF. Impacts would be less than significant.

Permanent TMF Site

The driveway entrance to the permanent TMF site would provide adequate emergency access to the site during both construction and operation of the permanent TMF. Impacts would be less than significant.

4.18 Tribal and Cultural Resources

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

The Cultural Resources Report dated January 2020, prepared for the City of Commerce Transit Maintenance Facility Project by UltraSystems (**Appendix C**), describes the background research for the analysis of potential cultural resources data conducted for the project. This research included a cultural resources record search at the Southern Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) research conducted by the Native American Heritage Commission (NAHC), and a pedestrian survey assessment.

No prehistoric and or historic archaeological resources were observed during the field survey. During the record search at the SCCIC for previous cultural resources surveys and recorded sites within the half-mile buffer zone, no prehistoric or historic resources were found within the project's Area of Potential Effect (APE) (see **Section 4.5,** Cultural Resources). The results of the pedestrian assessment identified no prehistoric or historic sites or isolates. The cultural resource study findings at the SCCIC suggest that there is a low potential for finding prehistoric cultural resources.

No tribal cultural resource sites were documented in the NAHC's Sacred Lands File search. No resources as defined by Public Resources Code § 21074 have been identified (**Attachment C**: "Native

American Heritage Commission Records Search and Native American Contacts" in **Appendix C** to this Initial Study/Mitigated Negative Declaration). Additionally, the project site has not been recommended for historic designation for prehistoric and tribal cultural resources (TCRs).

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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact

The Cultural Resources investigation determined that there are no listed or eligible for listing TCRs in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k) within the project site or within a half-mile buffer surrounding the project site. Therefore, the project would have no impact in this regard.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (California Natural Resources Agency [CNRA], 2007).

As part of the AB 52 process, Native American tribes must submit a written request to a lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Letters were sent by Mr. Claude McFerguson, Director, Department of Transportation, City of Commerce, the project's Lead Agency, to the listed local Native American tribe asking if they wished to participate in AB 52 consultation concerning the Transit Maintenance Facility Project. The letters were sent on December 15, 2020 by certified mail to the Soboba Band of Luiseño Indians and the Gabrieleno Band of Mission Indians – Kizh Nation. The City has not received a reply from either tribe

to date. The AB 52 response period has concluded Mr. McFerguson considers that the consultation process has been met and is concluded (McFerguson, personal communication; January 18, 2021).

No sites were documented in the NAHC's Sacred Lands File search. No resources as defined by Public Resources Code § 21074 have been identified (**Attachment C**: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix C** to this Initial Study/Mitigated Negative Declaration). The two tribes contacted for AB 52 consultation, the Soboba Band of Luiseño Indians and the Gabrieleno Band of Mission Indians – Kizh Nation, did not respond, and therefore did not note the presence of TCRs at or near the project site. Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific Tribal resources have been identified.

Furthermore, no prehistoric archaeological resources were observed during the field survey. The previous cultural resources surveys within the 0.5-mile buffer zone resulted in no archaeological sites or isolates being recorded. During the cultural resources record search at the SCCIC, no prehistoric resources were found. The results of the pedestrian assessment indicate it is unlikely that prehistoric properties will be adversely affected by construction of the project. The cultural resource study findings at the SCCIC suggest that there is a low potential for finding resources.

The land at and surrounding the three project sites has been used for commercial and light industrial buildings in the early 20th century when minimal grading and disturbance to the native soil was performed prior to construction. Consequently, the potential for subsurface cultural and or historical deposits is considered to be low. However, given the expressed Native American concerns for impacts to tribal cultural resources in the project area (see **Section 4.5-5**, and **Appendix C**, **Section 4.2**), this impact would be potentially significant. Therefore, mitigation measure **TCR-1** is required.

Mitigation Measure

MM TCR-1: If unanticipated discoveries are made during project construction, all work shall stop within a 30-foot radius of the discovery. The City of Commerce Transportation Department shall hire a Secretary of the Interior qualified archeologist to assess the discovery. Work shall not continue until the discovery has been evaluated by a qualified archaeologist and the local Native American representative has been contacted and consulted to assist in the accurate recordation and recovery of the resources.

Level of Significance After Mitigation

With implementation of **MM TCR-1,** potential project impacts on TCRs would be less than significant.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
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?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				**X**

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact

Water Supply: As detailed in threshold 4.19 b) below, there would be sufficient water supplies to serve the project site. Therefore, the proposed project would not require new or expanded water facilities. The project would have a less than significant impact in this regard.

Wastewater Treatment: The Los Angeles County Sanitation Districts (LACSD) provides wastewater treatment for the City of Commerce, including the project sites, at its Joint Water Pollution Control Plant (JWPCP) in the City of Carson. The JWPCP has capaCity of 400 million gallons per day (mgd).

The average daily flows in 2019, the latest year for which data are available, were 260 mgd; and residual capacity is 140 mgd (LACSD, 2020).

The project involves relocating the existing TMF operations to a new temporary facility and then to a new permanent facility. All three sites are within the service area of the JWPCP. Compared to existing conditions (50 employees), the temporary TMF site would have approximately 50 employees and the permeant TMF would have 65 employees. Thus, the project would have a net increase of 15 employees compared to existing conditions. Sufficient wastewater treatment capacity is available in the region for project wastewater generation, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

Stormwater Drainage: The City of Commerce storm sewer system is designed to convey storm water and prevent flooding, but does not treat the water. In the City, the storm sewer system consists of more than 600 catch basins that flow into a network of underground pipes and open channels; the storm sewer system discharges to the Los Angeles River, which discharges the untreated water directly to the ocean (City of Commerce, 2020a). The project would include drainage improvements on the permanent TMF site conforming with requirements of LACPW and the LARWQCB. The temporary TMF site consists entirely of impervious surfaces except for one small area of bare land in the southwest part of the site vegetated with one small tree. Construction and operation would not add impervious surfaces to the temporary TMF site and thus would not significantly increase runoff from the TMF site. Impacts would be less than significant.

Electric Power: Electric power service to the site is provided by Southern California Edison Company (SCE) (City of Commerce Utilities, 2020). A closed SCE substation in the southeastern part of the project site is being demolished; that demolition is not part of the proposed project. Total electricity consumption in SCE's service area is forecast to be 97,503 GWh in 2020 and 99,414 GWh in 2030 (CEC 2020); one GWH is equivalent to one million kilowatt-hours. The project consists of relocating the existing TMF first to a temporary TMF site and then to a permanent site. The permanent TMF would include electric vehicle charging stations for approximately 25 employee and visitor vehicles. Thus, project development could generate a very slight increase in electricity demand in SCE's service area. The proposed project is located in a developed area, and electric power infrastructure is well established. The project would be constructed in accordance with applicable Title 24 regulations. Project development may require installation of new electric distribution lines from the nearest transmission line. Therefore, a less than significant impact would occur.

Natural Gas: SoCalGas is the primary distributor of retail and wholesale natural gas across Southern California, including the City of Commerce (City of Commerce Utilities, 2020). SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for electric generation customers in Southern California.

In its 2020 California Gas Report, SoCalGas analyzed a 16-year demand period, from 2020-2035 to determine its ability to meet projected demand (California Gas and Electric Utilities, 2020. pp. 144-145). SoCalGas expects total gas demand to decline one percent annually from 2020 to 2035 as a result of energy-efficiency standards and programs, renewable electricity goals, modest economic growth in its service region, and advanced metering infrastructure (California Gas and Electric Utilities, 2020, p. 96). The project consists of relocating the existing TMF first to a temporary TMF site and then to a permanent site. The City's fleet is anticipated to expand from the current 300 vehicles to 320 vehicles to be maintained at the permanent TMF; the number of buses is expected to increase from 23 currently to 50. Some of those vehicles, including most of the buses, are powered

by compressed natural gas. Thus, project development would involve a small increase in natural gas demands in the City. Offsite natural gas improvements in Sheila Street may be needed to accommodate the project. Impacts would be less than significant.

Telecommunications Facilities: The City of Commerce is served by several phone, internet and TV service providers such as AT&T, Spectrum, Direct TV, Dish Network, Exede Satellite Internet, Frontier, Verizon and HughesNet (City of Commerce Utilities, 2020). The proposed project would not interfere with operation of any of these provider's facilities and would have no impact to telecommunications facilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact

The California Water Service Company (CWSC) provides the water supply for the City, including the project sites. To meet our customers' needs, we use a combination of local groundwater and purchased water from the Metropolitan Water District of Southern California (MWD). The City of Commerce water system currently includes three active wells, 12 booster pumps, five storage tanks, and one MWD connection (CWSC, 2016).

The California Water Service Company (CWSC) East Los Angeles District (ELAD) supplies water to the project sites. ELAD water supplies consist of 63 percent imported water from northern California and the Colorado River purchased from the Central Basin Municipal Water District; and 37 percent local groundwater from the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. Water supplies and demands in the ELAD service area are each expected to decline slightly from 17,468 acre-feet per year (afy) in 2020 to 16,861 afy in 2040, as shown below in Table 4.10-3. CWSC forecasts that it will have sufficient supplies to meet demands in the ELAD service area over the 2020-2040 period during normal water years, single dry years, and multiple-dry-year conditions (CWSC, 2016). CWSC forecasts that the population of the ELAD service area will increase from 158,497 in 2020 to 167,087 in 2040, an increase of 8,590 or about 5.4 percent. The decrease in forecast demand between 2020 and 2040 is due to conservation, not population decrease; ELAD's 2020 water demand target is 115 gallons per capita per day (gpcd) compared to 127 gpcd average actual use between 1995 and 2004 (CWSC, 2016, pp. 25 and 46).

Project operation would use water for washing vehicles and for other cleaning and maintenance purposes. The project would relocate the existing TMF operations from its current location to a new temporary location and then a new permanent location. The project involves an expansion of the City fleet from the 300 existing vehicles to 320 vehicles during operation of the proposed permanent TMF.

Thus, the project would involve a slight increase in water use for maintenance and repair, compared to existing conditions. As detailed above, the project would have a net increase of 15 employees compared to existing conditions. The existing location is also within ELAD's service area. ELAD forecasts that it will have sufficient water supplies to meet demands in its service area through 2040. Therefore, based on the analysis above, project impacts would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact

As described in **Section 4.19 a)** above, project development would involve an increase in employment at the TMF from 50 employees currently to 65 at the permanent TMF; employment at the temporary TMF would be approximately 50 employees. Construction of the temporary TMF would employ approximately 10 workers, and construction of the permanent TMF approximately 30. Thus, project development would cause a very slight increase in wastewater generation. Wastewater to be generated by the project would be within the existing capaCity of the wastewater treatment provider and less than significant impacts would occur.

d) Would the project 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

In 2019, the latest year for which data are available, approximately 98 percent of the solid waste landfilled from the City of Commerce was disposed of at the four facilities described below in **Table 4.19-1**. Three of the facilities are Class III landfills accepting nonhazardous municipal solid waste, while the fourth is an unclassified landfill accepting construction waste, yard trimmings, and earth-like waste.

Table 4.19-6
LANDFILLS SERVING THE CITY OF COMMERCE

Facility and Nearest City/Community	Remaining Capacity, cubic yards	Daily Permitted Disposal Capacity (tons)	Actual Daily Disposal, (tons)[1]	Residual Daily Disposal Capacity (tons)	Estimated Closing Date
Class III Landfills (nonhazardous municipal solid waste)					
Antelope Valley Recycling and Disposal Facility Palmdale	17,911,225	5,548	2,162	3,386	2044
Chiquita Canyon Landfill, Castaic	60,408,000	12,000	5,653	6,347	2051
Sunshine Canyon City/County Landfill Sylmar	77,900,000	12,100	7,196	4,904	2037
Subtotal, Class III landfills	**156,219,225**	**29,648**	**15,011**	**14,637**	Not applicable
Unclassified Landfills (construction waste, yard trimmings, and earth-like waste)					
Azusa Land Reclamation Co. Landfill, Azusa	51,512,201	8,000	976	7,024	2045

Total	**207,731,426**	**37,648**	**15,987**	**21,661**	Not applicable

[1] Daily disposal calculated based on annual disposal tonnage assuming 300 operating days per year: that is, six days per week less certain holidays. Sources: CalRecycle. 2020[a, b, c, d, and e]; LACPW, 2020.

The proposed project consists of moving the existing TMF facilities to two new facilities in succession. The project does not propose substantially expanding either the City fleet or the Transportation Department staff, and thus would not expand solid waste generation from the facility. Sufficient landfill capacity is available in the project region for project solid waste generation, therefore impacts on landfill capacity would be less than significant.

b) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (Assembly Bill 939), in an effort to address solid waste problems and capacities in a comprehensive manner. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000. The California Department of Resources Recovery and Recycling (CalRecycle) requires all counties to adopt an Integrated Waste Management Plan (IWMP). Los Angeles County's IWMP consists of a Summary Plan completed a in 1999 and a County Siting Element (CSE) completed in 1998, both prepared by Los Angeles County Public Works (LACPW). The Summary Plan describes the steps to be taken by local agencies to achieve the state mandated diversion rate through reducing, reusing, recycling, diverting, and marketing solid waste generated within the County (LACPW, 2020c). The CSE identifies how the County and it's cities would meet their long- term disposal capacity needs for a 15-year planning period to safely handle solid waste generated in the County that cannot be reduced, recycled, or composted (LACPW, 2020d). The project would include outdoor storage areas for recyclable materials at each of the two proposed TMF facilities. The project is expected to generate only limited organic waste, as the project would not include a food preparation facility; would not involve installation of landscaping at the temporary TMF; and would involve installation of only limited landscaping at the permanent TMF. Thus, the project is not expected to generate organic waste requiring separate storage and collection for composting. Project development would not interfere with compliance with the Summary Plan and CSE by the City of Commerce or Los Angeles County.

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. Each of the proposed TMF facilities would include outdoor storage areas for recyclable materials.

Assembly Bill 1826 (AB 1826; California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses, and multifamily residences of five of more units, generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The proposed project would not install landscaping at the temporary TMF site and would install only limited landscaping at the permanent TMF site. The project would not include a food preparation facility at either site. Thus, the project is not expected to generate organic waste in amounts over the threshold subject to regulation under AB 1826.

Senate Bill 1383 (SB 1383; California Health and Safety Code Sections 39730.5 et seq.) set targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce emissions of

methane, a short-lived climate pollutant, from decomposition of organic waste in landfills, for the protection of people in at-risk communities as well as to reduce GHG emissions. The project is expected to generate only minor amounts of organic waste and thus would not conflict with SB 1383.

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2019 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Project construction and demolition waste would be recycled or salvaged in accordance with CalGreen Section 5.408. Therefore, based on the analysis above, the project would have no impact in this regard.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

CAL FIRE is legally mandated to periodically map Fire Hazard Severity Zones on State Responsibility Areas (SRAs), as well as recommend Very High Fire Hazard Severity Zones in Local Responsibility Areas (LRAs). In SRAs the State has financial responsibility for wildfire prevention and suppression; and likewise, for local governments in LRAs. CAL FIRE established the Fire and Resource Assessment Program (FRAP) to develop a statewide, consistent logic and science-based model for Fire Hazard Zoning supporting the adoption of new building standards. The CAL FIRE FRAP's mapped Fire Hazard Severity Zones for SRAs and Very High Fire Hazard Severity Zones in LRAs are shown on **Figures 4.20-1** and **4.20-2**. The project site is not located in or near any SRAs or LRAs classified as Very High Fire Hazard Severity Zones (CAL FIRE, 2007 and 2012). As shown on **Figures 4.20-1** and **4.20-2**, the closest SRAs include a High Fire Hazard Severity Zone located approximately seven miles east of the project site. The closest Very High Fire Hazard Severity Zone in LRA for Los Angeles County is located approximately six miles east of the project site.

Figure 4.20-1
FIRE HAZARD SEVERITY ZONE - STATE RESPONSIBILITY AREA

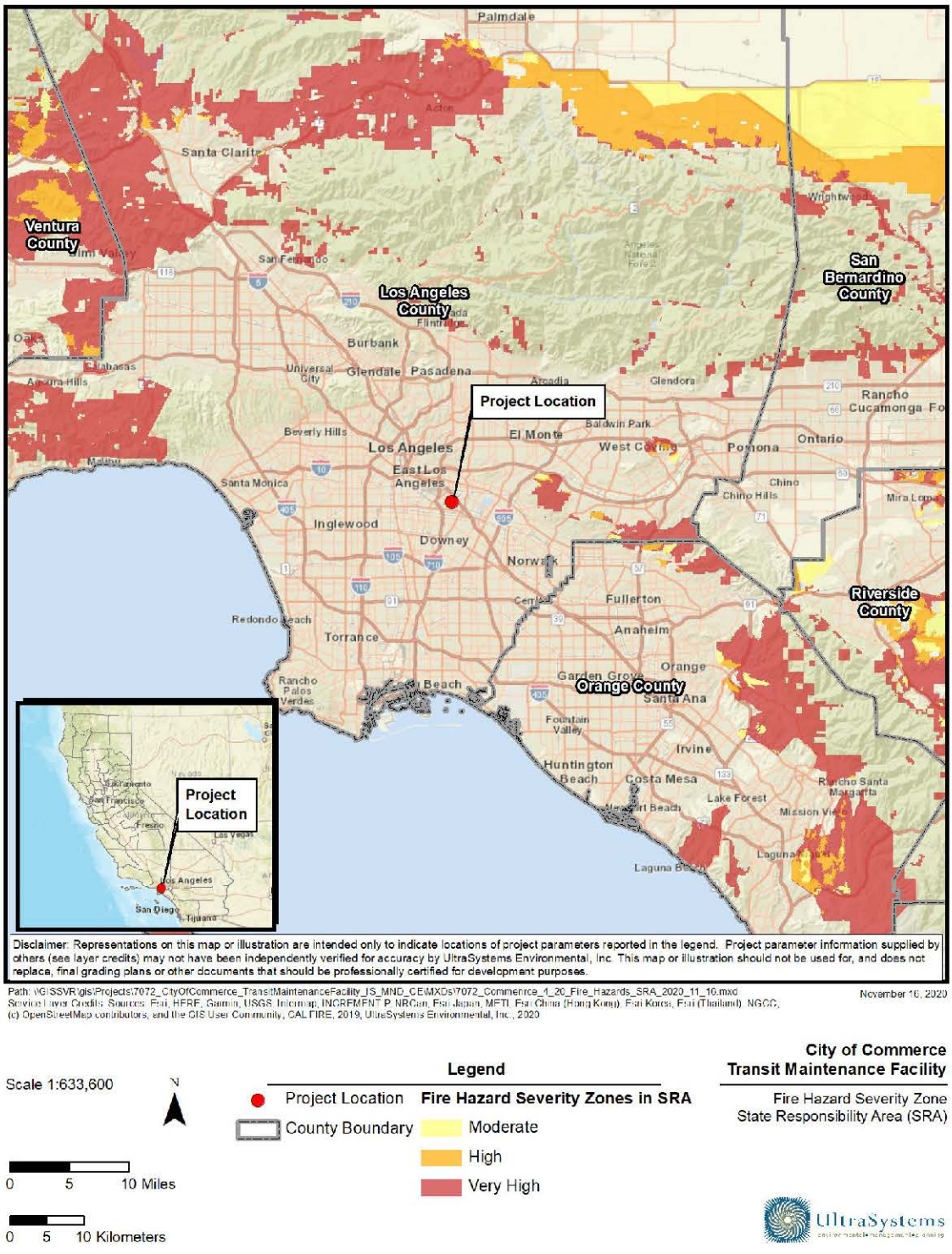
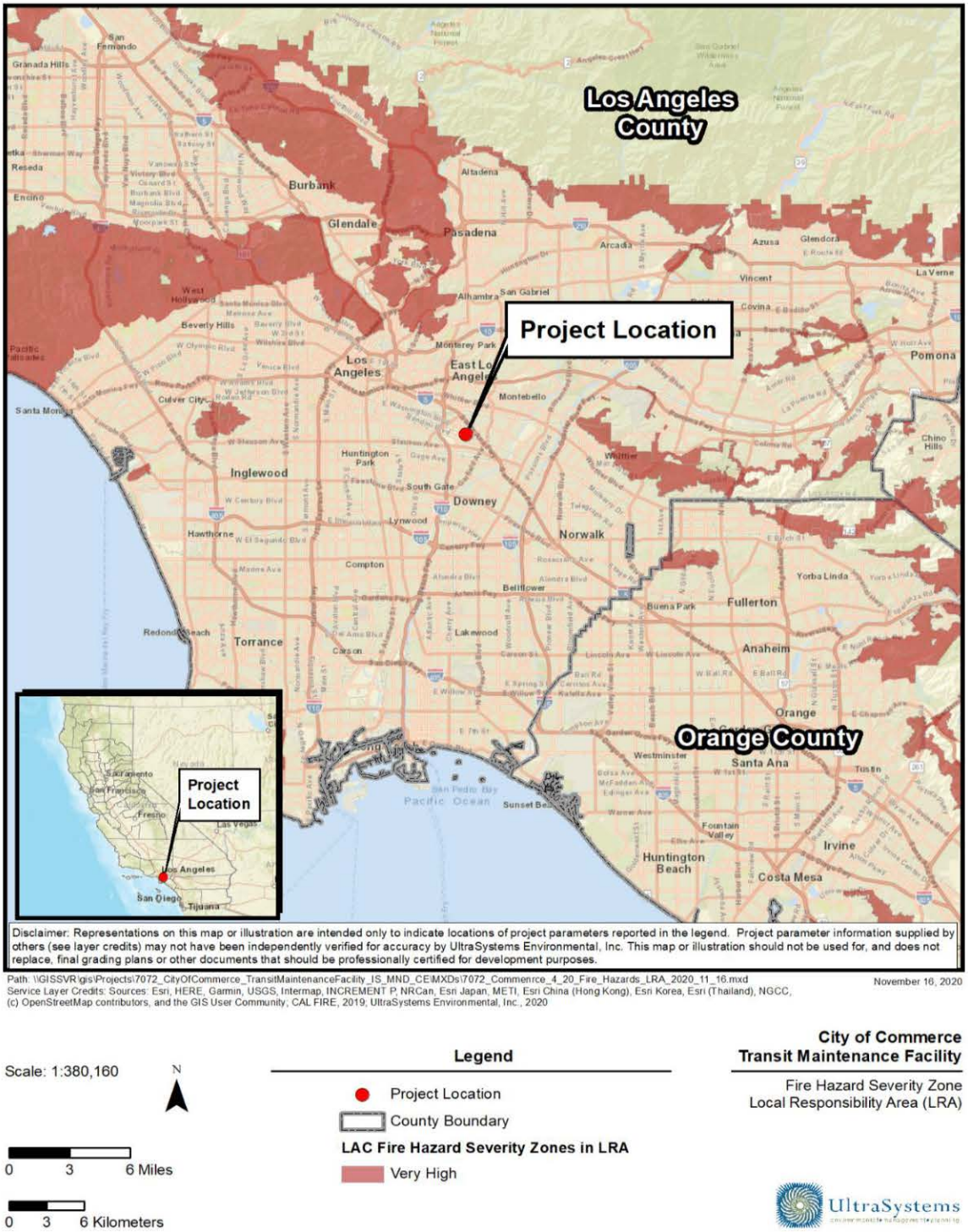


Figure 4.20-2
FIRE HAZARD SEVERITY ZONE - LOCAL RESPONSIBILITY AREA



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

As detailed above, the project site is not located in or near a Fire Hazard Severity Zone in SRA or LRA and thus the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan with regards to wildfire. Therefore, the project would have no impact.

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

No Impact

As detailed above, the project site is not located in or near an SRA or an LRA Fire Hazard Severity Zone and thus the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the project would have no impact.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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

As detailed above, the project site is not located in or near an SRA or an LRA Fire Hazard Severity Zone. The proposed project would not 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. Construction of the proposed project would not exacerbate fire risk because development of both the temporary and permanent TMF would comply with all applicable fire department regulations and would not occur within an area designated as a fire hazard area. No impact would occur.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

As detailed above, the project site is not located in or near an SRA or an LRA Fire Hazard Severity Zone. In addition, the project sites and surrounding areas are located in an urban area with flat terrain and would not expose people or structures to downstream flooding or landslides due to post-fire instability or drainage changes. No impact would occur.

4.21 Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?		**X**		
b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		**X**		
c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

a) Would 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?

Less Than Significant Impact with Mitigation Incorporated

As discussed in **Section 4.4**, the project site is located in an urbanized area, which provides low habitat value for special-status plant and wildlife species. Developed lands are either non-vegetated features that are occupied by man-made structures or other impermeable surfaces that cannot support vegetation, or are vegetated by ornamental or landscape vegetation. These developed areas provide virtually no habitat for wildlife species; however, birds may use the ornamental vegetation for foraging and nesting. Developed lands and ornamental vegetation do not have a global or state rank and are not considered sensitive plant communities.

None of the plant species observed on the project site are listed or special-status plant species known to occur in the area. No sensitive plant species were observed within the project site during the site visit. Both literature review and field reconnaissance concluded that the listed sensitive species in the plant inventory do not occur within the project site because the site is located outside the plant species' known distribution, elevation range, and/or the project site lacks suitable habitats and/or soils to support the plant species.

The project site contains compacted soils that are generally the result of severe or repeated mechanical disturbance and provide extremely low value for native plants and/or foraging, shelter, or reproductive opportunities for local wildlife. A few urban-adapted bird species may utilize the site as a resting or perching location and in some instances, nesting may occur, especially within the Mexican fan palms and pine trees. No federally listed, state-listed, or other sensitive wildlife species were observed on the project site, nor are they expected to occur.

With project development, the existing buildings on the site would be demolished and structures added to both the temporary and permanent TMF sites. Several existing shrubs and trees would be removed prior to redevelopment. None of the existing trees onsite are protected heritage trees.

Existing bare ground, vegetation (grasses, forbs, shrubs and trees), as well as structures on the project site could provide nesting habitat for native migratory birds in the area. All native migratory non-game birds, including raptors, and their active nests are protected by the Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which render it unlawful to take native breeding birds, and their nests, eggs, and young. To maintain compliance with the MBTA and the California Fish and Game Code, and to avoid or minimize direct and indirect effects on migratory non-game nesting birds, and their nests, young, and eggs, mitigation measure **BIO-1** shall be implemented, and would reduce potential impacts to nesting birds from construction of the temporary and permanent TMF sites to a less-than-significant level.

A cultural resources analysis was conducted for the Commerce TMF Project sites (the existing site, temporary site, and permanent site) (**Figure 4.5-1**) that included a California Historic Resources Inventory System (CHRIS) records and literature search at the Southern Central Coastal Information Center (SCCIC) located at California State University, Fullerton. With the absence of any historic-era resources recorded at the SCCIC, and a negative finding of historic-era resources during the pedestrian survey, there is a low potential for any impacts on historic resources that would be associated with the development of the project. With implementation of mitigation measure **CUL-1**, potential impacts related to historic archaeological resources would be less than significant.

a) Would 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)?

Less than Significant Impact with Mitigation Incorporated

The proposed project would be consistent with regional plans and programs that address environmental factors such as air quality, water quality, and other applicable regulations that have been adopted by public agencies with jurisdiction over the project for the purpose of avoiding or mitigating environmental effects. Such plans and programs reduce adverse environmental impacts of projects in the region generally and, thus, reduce cumulative impacts.

Because the project would not increase environmental impacts after mitigation measures are implemented, the incremental contribution to cumulative impacts is anticipated to be less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated

Section 4.9 (Hazards and Hazardous Materials) states that demolition and project construction would involve use of hazardous materials including oils and other lubricants; cleansers and degreasers; solvents; and paints. All hazardous materials used during project construction and operation would be used in accordance with existing regulations of several agencies including the Los Angeles County Fire Department, the US Environmental Protection Agency, the California Environmental Protection Agency, the US Department of Transportation, the Occupational Safety and Health Administration, and California Division of Occupational Safety and Health.

Contaminated soils and subsurface features could be present on each of the two project sites remaining from past industrial uses on the sites in addition to the historical CREF use on the permanent TMF site. Impacts from hazardous materials potentially present in site soils could be significant without mitigation. Implementation of mitigation measure **HAZ-1**, requiring preparation and implementation of a soil management plan for each of the two sites, would reduce hazardous materials impacts to less than significant.

Hazardous materials used in demolition and project construction would be used, stored, transported, and disposed of in compliance with regulations of agencies identified above, thus reducing the potential for release of hazardous materials. The project construction contractor would keep equipment and supplies for containing and cleaning up small spills of hazardous materials onsite and would train construction workers in such containment and cleanup. In the event of a release of hazardous materials of a quantity and/or toxicity that construction workers could not safely contain and clean up, the construction contractor would notify the Los Angeles County Fire Department immediately. This analysis addresses both the proposed permanent and temporary TMFs. Construction hazardous materials impacts would be less than significant after implementation of Mitigation Measure **HAZ-1**.

Operation of each of the two maintenance facilities would involve use of hazardous materials including oils and greases, other automotive fluids such as brake fluid, transmission fluid, cleansers, degreasers, and solvents. All hazardous materials used during project operation would be used in accordance with existing regulations of the same agencies identified above. Impacts from project operation would be less than significant after regulatory compliance.

The City of Commerce Transportation Department would keep equipment and supplies for containing and cleaning up small spills of hazardous materials onsite and would train mechanics and service workers in such containment and cleanup. In the event of a release of hazardous materials of a quantity and/or toxicity that workers could not safely contain and clean up, the manager or supervisor would notify the Los Angeles County Fire Department immediately. This analysis pertains to both the proposed permanent and temporary TMFs. Impacts would be less than significant after regulatory compliance.

Impacts arising from hazardous substances known or suspected to exist on the permanent TMF site would be potentially significant. Implementation of mitigation measure **HAZ-1** would reduce these impacts to less than significant. Refer to **Section 4.9** of the IS/MND for details.

After implementation of mitigation measures, no significant impacts to other resources—such as air quality, water quality, flood hazards, noise, population and housing, and wildfire—are identified in this IS/MND that could cause substantial adverse impacts on human beings.

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6.0 LIST OF PREPARERS

6.1 Lead Agency (CEQA) and Project Applicant

City of Commerce
Claude McFerguson
2535 Commerce Way
Commerce, CA 90040
(323)887-4419

6.2 UltraSystems Environmental, Inc.

6.2.1 Environmental Planning Team

Betsy Lindsay, MURP, ENV SP, Project Director
Margaret Partridge, MURP, AICP, LEED Green Associate, ENV SP, Senior Project Manager
Michael Milroy, M.S., Assistant Project Manager

6.2.2 Technical Team

Sukhmani Brar, B.S., Environmental Intern
Billye Breckenridge, B.A., Assistant Project Manager
Megan Black Doukakis, M.A., Archaeological Technician
Gulben Kaplan, M.S., GIS Analyst
Michelle Tollett, B.A., Senior Biologist
David Luhrsen, B.S., Word Processing/Administrative Assistant
Joe O'Bannon, B.S., Senior Engineer
Stephen O'Neil, M.A., RPA, Cultural Resources Manager
Michael Rogozen, D., Env, Senior Principal Engineer
Victor Paitimusa, B.A., Associate Planner
Andrew Soto, B.A., Word Processing/Technical Editing

6.3 Citadel EHS

Shirley Lee, BA, EMC, Senior Staff Environmental Specialist

6.4 KOA Corporation

Brian Marchetti, BS AICP, Senior Planner

6.5 NOVA Services, Inc.

Jesse Bearfield, RCE, Senior Engineer
Chelsea Jaeger, CEG, Project Geologist
Holly Wilcox, Business Development

6.6 TRANS TECH

Ali Cayir, P.E. President

7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the California Environmental Quality Act (CEQA) Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for documenting implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those mitigation measures that are within the responsibility of the lead agency and/or project applicant to implement.

The areas requiring mitigation are:

- Biological Resources (4.4)
- Cultural Resources (4.5)
- Geology and Soils (4.7)
- Hazards and Hazardous Materials (4.9)
- Noise (4.13)
- Transportation (4.17)
- Tribal Cultural Resources (4.18)

The areas that do not require mitigation are:

- Aesthetics (4.1)
- Agriculture and Forestry Resources (4.2)
- Air Quality (4.3)
- Energy (4.6)
- Greenhouse Gas Emissions (4.8)
- Hydrology and Water Quality (4.10)
- Land Use and Planning (4.11)
- Mineral Resources (4.12)
- Population and Housing (4.14)
- Public Services (4.15)
- Recreation (4.16)
- Utilities and Service Systems (4.19)
- Wildfire (4.20)

The following table lists impacts, mitigation measures adopted by the City of Commerce in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented. Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
Biological Resources				
Threshold 4.4 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?	**MM BIO-1:** Preconstruction Nesting Bird Surveys. If project construction of the temporary and permanent TMF sites begins during nesting bird/raptor season (between January 1 and August 31), a qualified biologist shall conduct preconstruction nesting bird, and other sensitive species, clearance surveys within the project site and within a 100-foot radius around the project site. The nesting bird survey shall occur no earlier than one week prior to ground-disturbing activities or vegetation trimming or removal. • Project activities that will remove or disturb potential nesting sites should be scheduled outside the nesting bird season, which occurs between January 1 and August 31, if feasible. The City shall conduct brush removal, tree trimming, building demolition, or grading activities outside of the nesting season. • The nesting bird nesting season for non-raptors is typically from February 1 through August 31, but can vary from year to year depending on weather conditions. However, raptors are known to begin nesting early in the year. Given that the BSA contains large trees and buildings to be demolished, the qualified biologist shall survey for nesting raptors beginning January 1. • If an active bird nest is located during the pre-construction survey and project activities may impact nesting behavior, a no-activity buffer zone shall be delineated on maps and marked in the field by fencing, stakes, flagging, or other means up to 200 feet for all species (raptor and non-raptor), unless otherwise determined by the qualified biological monitor.	Less Than Significant	Project Applicant and Qualified Biologist	No earlier than one week prior to ground-disturbing activities or vegetation trimming or removal

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
	• The qualified biologist shall determine the appropriate size of the buffer zone based on the type of activities planned near the nest and the species tolerances for disturbance. • Buffer zones shall not be disturbed until a qualified biologist determines that the nest is inactive, the young have fledged, are no longer being fed by the parents, have left the area, or will no longer be affected by project activities. Periodic monitoring by a biological monitor will be performed to determine when nesting is complete. After the nesting cycle is complete, project activities may begin within the buffer zone. • Materials used to demarcate the nests shall be removed as soon as work is complete or the fledglings are no longer dependent upon the nest. • If neither nesting birds nor active nests are observed during the pre-construction survey(s), or if they are observed and would not be affected (i.e., are outside the buffer zone described above), then project activities may begin and no further nesting bird monitoring will be required.			
Cultural Resources				
Threshold 4.5 a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	**MM CUL-1** If there is an unexpected discovery of historic-era resources during project subsurface construction activities, then a Secretary of the Interior qualified archaeologist shall be afforded the necessary time and funds to recover, analyze, and curate the find(s) with a local accredited repository. The archaeologist shall have authority to stop ground disturbance within 30 feet of the find until the find has been recovered. Construction activities may continue on other parts of the project site	Less Than Significant	Project Applicant and qualified archaeologist	During Construction

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
	while evaluation and treatment of historical or unique archaeological resources takes place.			
Threshold 4.5 b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	**MM CUL-2** If prehistorical and/or historical archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City of Commerce Transportation Department. A Secretary of the Interior qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s) at a local accredited repository. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue in other parts of the disturbance area while evaluation and treatment of historical or unique archaeological resources takes place.	Less Than Significant	Project Applicant and on-call qualified archaeologist	During Construction
Threshold 4.5 c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	**MM CUL-3** If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with	Less Than Significant	Project Applicant	During Construction Excavations

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
	Native American burials (§ 7050.5 of the Health and Safety Code).			
Geology and Soils				
Threshold 4.7 f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM GEO-1** If paleontological resources are uncovered during construction activities, the contractor shall halt construction activities in the immediate area and notify the City of Commerce. The city shall then retain an on-call paleontologist. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s) at a local accredited repository. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that may be in the area.	Less Than Significant	Construction contractor and on-call paleontologist	During project construction
Hazards and Hazardous Materials				
Threshold 4.9(d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**MM HAZ-1** Before issuance of grading permits for the proposed project on the temporary and permanent TMF sites, the City of Commerce shall have a Soil Management Plan (SMP) prepared by a qualified environmental professional for each of the two sites to manage any contaminated soils and/or subsurface features encountered during redevelopment of the sites. The environmental professional shall submit the SMPs to the City of Commerce Economic Development & Planning Director (Director) for their review and approval. The Director shall be responsible for ensuring that the SMPs are implemented during preparation and grading of the sites.	Less Than Significant	Project Applicant and Construction Contractor	Before issuance of grading permits for the temporary and permanent TMF sites

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
Noise				
Threshold 4.13 a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM N-2** The construction contractor will use the following **source controls**, except where not physically feasible: • Use of noise-producing equipment will be limited to the interval from 7 a.m. to 6 p.m., Monday through Friday. • For all noise producing equipment, use types and models that have the lowest horsepower and the lowest noise generating potential practical for their intended use. • The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and lubricated, and that mufflers are working adequately. • Have only necessary equipment onsite. • Use manually-adjustable or ambient sensitive backup alarms (that is, a backup alarm that self-adjusts to be approximately 5 dBA over background noise).	Less Than Significant	Construction Contractor	During project construction
Threshold 4.13 a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM N-3** The contractor will use the following **path controls**, except where not physically feasible: • Install portable noise barriers, including solid structures and noise blankets, between the active noise sources and the nearest noise receivers. • Temporarily enclose localized and stationary noise sources. • Store and maintain equipment, building materials, and waste materials as far as practical from as many sensitive receivers as practical.	Less Than Significant	Construction Contractor	During project construction

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
Threshold 4.13 a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM N-4** Advance notice of the start of construction shall be delivered to all noise sensitive receivers within 500 feet of the center of the project site. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the City.	Less Than Significant	Construction Contractor	Prior to project construction
Threshold 4.13 a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM N-5** During project operation the City of Commerce Transportation Department shall ensure that buses traveling on Sheila Street between Commerce Way and Interstate 5 before 7:00 a.m. or after 10:00 p.m. will limit their speed to 15 miles per hour.	Less Than Significant	The City of Commerce Transportation Department	During project operation
Transportation				
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-1** During a five-year period from the issuance of a Certificate of Occupancy for each respective TMF site by the City, the City of Commerce Transportation Department shall work to achieve the target VMT for each annual reporting period through a Transportation Demand Management (TDM) Program consisting of implementation of Mitigation Measures **TRANS-2** through **TRANS-7**.	Less than Significant	The City of Commerce Transportation Department	During a five-year period from the issuance of a Certificate of Occupancy for each respective TMF site by the City

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-2** During project operations at the Temporary and Permanent TMFs, respectively, the City of Commerce Transportation Department would implement marketing strategies to reduce commute trips, including: • New employee orientation of trip reduction and alternative mode options • Event promotions • Publications	Less than Significant	The City of Commerce Transportation Department	During project operations at the Temporary and Permanent TMFs
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-3** During project operations at the Temporary and Permanent TMFs, respectively, the City of Commerce Transportation Department shall provide subsidized/discounted daily or monthly public transit passes. These passes can be partially or wholly subsidized by the City.	Less than Significant	The City of Commerce Transportation Department	During project operations at the Temporary and Permanent TMFs
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-4** During project operations at the Temporary and Permanent TMFs, respectively, the City of Commerce Transportation Department shall include a ride-sharing program with the following aspects: • Designating a certain percentage of parking spaces for ride sharing vehicles • Providing a web site or message board for coordinating rides	Less than Significant	The City of Commerce Transportation Department	During project operations at the Temporary and Permanent TMFs
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-5** During project operations at the Temporary and Permanent TMFs, respectively, the City of Commerce Transportation Department shall make the following improvements to the transit system surrounding the two sites: • Sidewalk/ crosswalk safety enhancements • Bus passenger shelter and waiting area improvements.	Less than Significant	The City of Commerce Transportation Department	During project operations at the Temporary and Permanent TMFs,

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-6** During operations of the temporary and permanent TMFs the City of Commerce Transportation Department shall produce annually an Employee VMT Monitoring Summary identifying the implemented program details and verifying through a survey effort of employees on project VMT. The survey shall determine the commute distances for each employee. The employee mode of travel (auto, carpool, transit, bicycle, or other means) and trip length shall be used to determine the average home-based work trip distance per employee and average VMT based on the number of total related vehicle trips.	Less than Significant	The City of Commerce Transportation Department	During operations of the temporary and permanent TMFs
Threshold 4.17 a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-7** In the event that the project operations do not comply with the target maximum VMT value, the City of Commerce Transportation Department shall increase efforts to bring the VMT value to the target value or better. If the target level is not reached, however, then the City of Commerce Transportation Department would be required to re-evaluate the TDM Program to determine if efforts need to changed, embellished, and/or increased.	Less than Significant	The City of Commerce Transportation Department	In the event that the project operations do not comply with the target maximum VMT value
Tribal Cultural Resources				
Threshold 4.18 a) ii) 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	**MM TCR-1** If unanticipated discoveries are made during project construction, all work shall stop within a 30-foot radius of the discovery. The City of Commerce Transportation Department shall hire a Secretary of the Interior qualified archaeologist to assess the discovery. Work shall not continue until the discovery has been evaluated by a qualified archaeologist and the local Native American representative has been contacted and consulted to assist in the accurate recordation and recovery of the resources.	Less Than Significant	City of Commerce Transportation Department, qualified archaeologist, and Native American monitor	During Construction

Issue Area	Mitigation Measures	Level of Significance After Mitigation	Responsible Party / Monitoring Party	Implementation Stage
California Native American tribe, and that is: ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				