

Initial Study

7400 Slauson Avenue Project

CEQA Lead Agency:



City of Commerce
Economic Development and Planning Department
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Commerce, California 90040

Project Applicant:

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1.0 Introduction

This Initial Study (IS) evaluates the 7400 Slauson Avenue Project (“Project”) proposed by Duke Realty (Project Applicant). The Project Applicant proposes to construct and operate a 292,029 square foot (sf) speculative warehouse/distribution facility and office building on an approximately 12.95-acre site (“Project site”) located at 7400 Slauson Avenue in the City of Commerce, California. Under existing conditions, the Project site is currently developed with 249,579 sf of existing structures, associated on-site landscaping and parking. Existing structures, operated by Gehr Industries, include one primary 233,260 sf warehouse building and five ancillary structures which range from 694 sf to 6,750 sf. The existing development would be demolished prior to construction of the warehouse/distribution facility and office building.

1.1 Purpose of this Document

The California Environmental Quality Act (CEQA) is a statewide environmental law contained in Public Resources Code §§ 21000-21177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed project’s environmental effects.

This Initial Study addresses the potential environmental effects of the proposed Project, including all of the discretionary actions and approvals required to implement the Project, as well as subsequent construction and operation activities. As part of the City of Commerce’s permitting process, the Project is required to undergo an initial environmental review pursuant to CEQA Guidelines § 15063. This Initial Study is a preliminary analysis prepared under the supervision of the City of Commerce Planning Department, acting in its capacity as the CEQA Lead Agency, to determine the type and scope of the environmental review that will be required for the Project. This Initial Study presents and substantiates the City of Commerce’s determination regarding the type of CEQA compliance document that will be prepared for the Project. Based on the findings of this Initial Study, an EIR will be prepared for the Project.

1.2 Format and Content of this Initial Study

The following items comprise the IS in its entirety:

Section 1.0, Introduction, identifies the purpose of this Initial Study, provides an overview of relevant CEQA requirements, and provides an overview of the organizational format of this Initial Study.

Section 2.0, Project Description, describes the proposed Project and provides a description of proposed discretionary actions required for Project implementation.

Section 3.0, Environmental Checklist and Evaluation, presents a summary of the results of the environmental evaluation for the proposed Project, and identifies whether the Project would result in any potentially significant environmental impacts. Further, this section evaluates each response provided in the environmental checklist form. Each response checked is briefly discussed and supported by substantial evidence. As appropriate, each response discussion describes and identifies specific



effects anticipated with Project implementation and provides a conclusion as to whether the Project would result in any significant impacts to the environment.

Section 4.0, References, provides a list of references that were consulted in preparation of this document.

Section 5.0, Persons Contributing to this Document, provides of list of individuals that contributed in the drafting and or editing of this document.

1.3 Potential Environmental Effects

The City of Commerce Planning Department directed and supervised the preparation of this Initial Study. Although prepared with assistance of the consulting firm T&B Planning, Inc. (refer to Section 5.0, Persons Contributing to this Document) the content contained within and the conclusions drawn by this Initial Study reflect the sole independent judgment of the City of Commerce. The analysis in this Initial Study determines whether the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects. Potential significant environmental effects will be analyzed further in an Environmental Impact Report (EIR); impacts determined to not occur or that would be less than significant will not be analyzed any further in an EIR.

The analysis presented in this Initial Study indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects to the following environmental subjects:

- Air Quality
- Cultural Resources
- Energy
- Geology and Soils (Paleontological)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Based on the environmental checklist and supporting environmental analysis (provided in Section 3.0), with adherence to applicable regulatory requirements, the Project would have no impact or less than significant impacts for the following environmental issue areas:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire



1.4 Processing of the Initial Study

This Initial Study and Notice of Preparation (NOP) to adopt the Initial Study will be distributed for a 30-day public review period to the following: 1) organizations and individuals who have previously requested such notice in writing to the City of Commerce, 2) responsible agencies and other potentially affected agencies, and 3) the Los Angeles County Registrar-Recorder/County Clerk.

The environmental documentation is available for review at the City's website: ci.commerce.ca.us and at the following location:

- City of Commerce, Economic Development and Planning Department, 2535 Commerce Way, Commerce, California 90040; Phone: (323) 722-4805; Hours: 8:00 AM to 6:00 PM Monday through Thursday.

2.0 Project Description

2.1 Project Location

The Project site encompasses approximately 12.95 gross acres and is located south of Slauson Avenue, east of Greenwood Avenue, and north of the Union Pacific Railroad, at 7400 Slauson Avenue (Assessor's Parcel Number [APN] 6356-016-022), in the City of Commerce.

The City of Commerce is located approximately 6 miles southeast of downtown Los Angeles and is bounded by the City of Montebello to the east, unincorporated East Los Angeles on the north, and the City of Bell Gardens on the south. Regional access is provided via Interstate 5 (I-5) and I-710. The regional and local vicinity of the Project site are depicted on Figure 2-1, *Regional and Vicinity Map*.

2.2 CEQA Requirements for Environmental Setting and Baseline Conditions

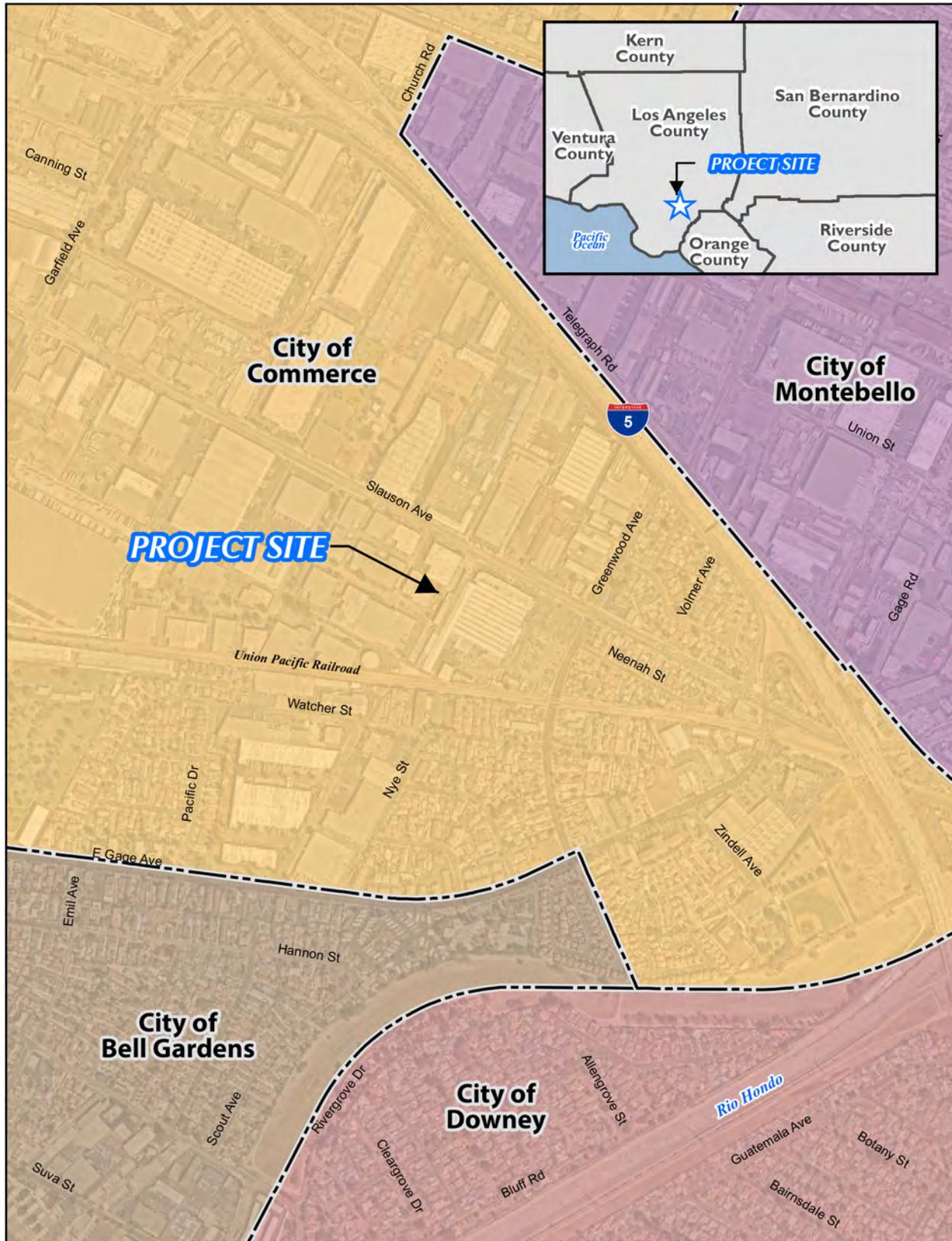
CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines § 15125(a)(1)). Accordingly, the environmental setting for the Project is defined as the physical environmental conditions on the Project site at the time of release of the notice of preparation.

2.3 Existing Site and Area Characteristics

As shown on Figure 2-2, *Aerial Photograph*, the Project site is currently developed with 249,579 sf of existing structures, associated on-site landscaping and parking. Existing structures include one primary 233,260 sf warehouse and office building, and five ancillary structures with which range from 694 sf to 6,750 sf. The existing on site facility operates as a warehouse and office building for Gehr Industries.

Vehicular access to the Project site is from two driveways that abut the northern portions of the Project site located on Slauson Avenue at the northern edges of the Project site. One additional entryway provides access to the Project site on Greenwood Avenue at the intersection of Greenwood Avenue and Neenah Street. Sidewalks are present along both sides of Slauson Avenue and Greenwood Avenue.

There are approximately 129 long-term employees employed by the Gehr Group on site and an unknown number of short-term employees employed to various short-term tenants. The existing facility operates 24/7. The existing use currently generates 1,078 two-way trips per day, with 60 a.m. peak hour and 64 p.m. peak hour trips. The existing uses are part of the existing baseline and will therefore be factored into the analysis of the proposed Project. That is to say, because the existing uses create environmental impacts that would be removed by Project implementation, the impacts of the existing uses will be deducted from the analysis of the proposed Project's impacts so as to not over inflate and skew the impacts of the proposed Project.

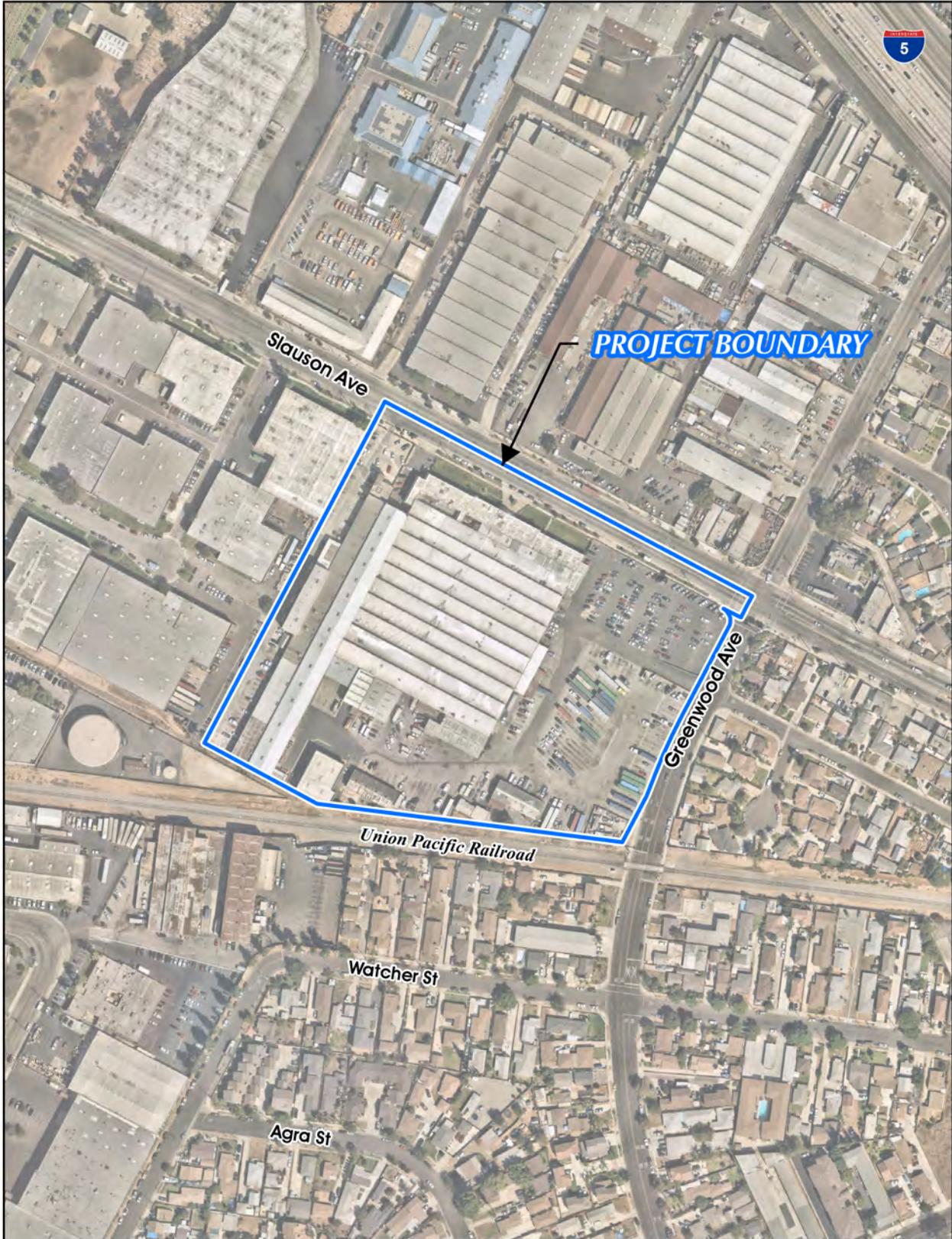


Source(s): ESRI, LA County Portal (2021), Nearmap Imagery (2021)

Figure 2-1

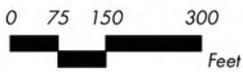


Regional and Vicinity Map



Source(s): ESRI, LA County Portal (2021), Nearmap Imagery (2021)

Figure 2-2



Aerial Photograph



2.3.2 Surrounding Land Uses and Development

The Project site is surrounded by existing industrial uses to the north, west, and southwest; and residential uses to the east and southeast. Residential uses to the southeast are bisected by an area of industrial uses which end at the City boundary on Gage Avenue.

The Project site is located in the southeast corner of Slauson Avenue and Greenwood Avenue in the City of Commerce. The City of Bell Gardens is located to the southwest, the City of Downey is located to the south, the City of Pico Rivera is located to the northeast, and the City of Montebello is located to the north.

2.4 Existing General Plan and Zoning

The Project site is located at the southeast corner of the Commerce Park planning area, which supports commercial and industrial uses. The Commerce Park planning area includes the southern half of the city, south of Sheila Street, exclusive of the Southeast planning area. With the exception of the Southern California Edison electric power easement bisecting the area, and the Commercial/Manufacturing center located near the intersection of Eastern and Slauson Avenues, the entire planning area is designated Industrial. Land use policy encourages the continued presence of all types of industry throughout the planning area.

The Project site has an “Industrial” land use designation in the City’s General Plan and is zoned as “M-2” (Heavy Industrial) (City of Commerce, 2008). The Heavy Industrial designation allows manufacturing and distribution uses with a maximum floor area ratio (FAR) of 4.0 and is intended 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 zone districts (City of Commerce, 2008).

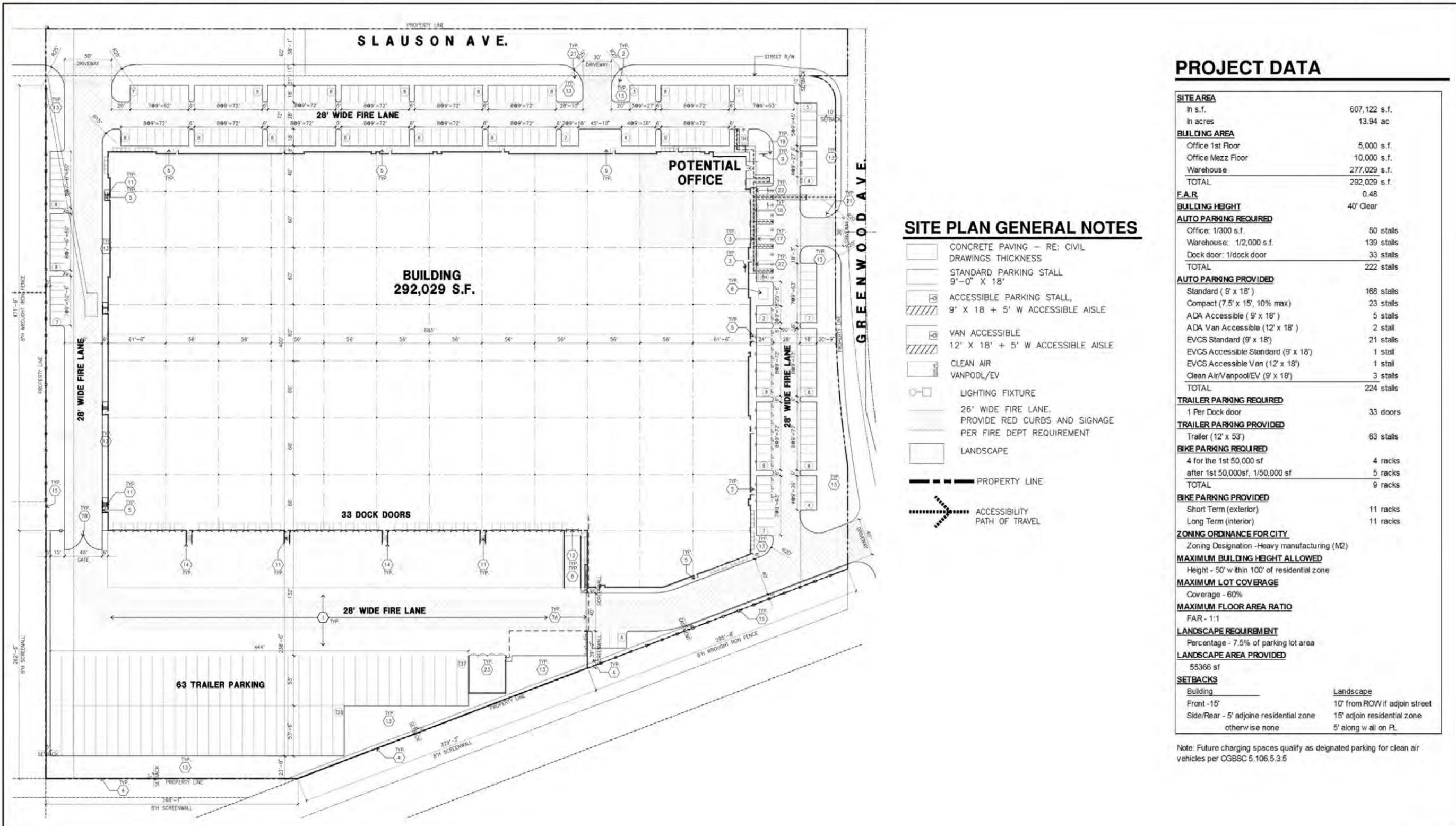
Permitted uses within M-2 zones are outlined in Table 19.11.030A of the City of Commerce Municipal Code and include Manufacturing, Trucking and Warehousing, and various other uses.

2.5 Project Description

The Project involves redevelopment of the Project site with a 292,029 sf warehouse/distribution facility, as shown on Figure 2-3, *Site Plan*. Of the total building square footage, the Project would allocate 277,029 sf for warehousing/distribution, 5,000 sf for office uses, and 10,000 sf for office mezzanine. The Project would require demolition of the existing buildings and structures, totaling 249,579 sf, associated on-site landscaping, and associated on-site parking.

The Project would be developed in compliance with applicable provisions of the City’s Municipal Code, including established development standards. A description of the following components of the Project is provided below, and the site plan is provided in Figure 2-3:

- Building Characteristics and Operations
- Circulation and Parking
- Landscaping, Walls, and Lighting



PROJECT DATA

SITE AREA	
In s.f.	607,122 s.f.
In acres	13.94 ac
BUILDING AREA	
Office 1st Floor	5,000 s.f.
Office Mezz Floor	10,000 s.f.
Warehouse	277,029 s.f.
TOTAL	292,029 s.f.
F.A.R.	0.48
BUILDING HEIGHT	40' Clear
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	50 stalls
Warehouse: 1/2,000 s.f.	139 stalls
Dock door: 1/dock door	33 stalls
TOTAL	222 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	168 stalls
Compact (7.5' x 15', 10% max)	23 stalls
ADA Accessible (9' x 18')	5 stalls
ADA Van Accessible (12' x 18')	2 stall
EVCS Standard (9' x 18')	21 stalls
EVCS Accessible Standard (9' x 18')	1 stall
EVCS Accessible Van (12' x 18')	1 stall
Clean Air/Vanpool/EV (9' x 18')	3 stalls
TOTAL	224 stalls
TRAILER PARKING REQUIRED	
1 Per Dock door	33 doors
TRAILER PARKING PROVIDED	
Trailer (12' x 53')	63 stalls
BIKE PARKING REQUIRED	
4 for the 1st 50,000 sf	4 racks
after 1st 50,000sf, 1/50,000 sf	5 racks
TOTAL	9 racks
BIKE PARKING PROVIDED	
Short Term (exterior)	11 racks
Long Term (interior)	11 racks
ZONING ORDINANCE FOR CITY	
Zoning Designation -Heavy manufacturing (M2)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 50' w/within 100' of residential zone	
MAXIMUM LOT COVERAGE	
Coverage - 60%	
MAXIMUM FLOOR AREA RATIO	
FAR - 1:1	
LANDSCAPE REQUIREMENT	
Percentage - 7.5% of parking lot area	
LANDSCAPE AREA PROVIDED	
55366 sf	
SETBACKS	
Building	Landscape
Front -15'	10' from ROW if adjoin street
Side/Rear - 5' adjoin residential zone	15' adjoin residential zone
otherwise none	5' along w all on PL

Note: Future charging spaces qualify as designated parking for clean air vehicles per CGBSC 5.106.5.3.5

Source(s): HPA (05-26-2021)

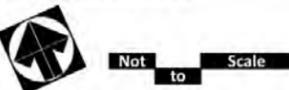


Figure 2-3

Site Plan



2.5.2 Building Characteristics and Operations

As depicted in Figure 2-4, *Building Elevations*, the proposed building would be a one-story, 40-foot tall speculative warehouse/distribution and office facility, which has been designed to be visually compatible with the adjacent building field colors. There are varying aesthetic colors and materials which eliminate the appearances of “sameness” or “flat” from the publicly visible elevation. The primary color scheme of the proposed building would include varying shades of white, grays, and dark grays and would be further accented with blue reflective glazing and decorative wood.

Although the ultimate end-user is unknown at this time, the Project proposes to allow 24-hour daily operations. Loading and unloading activities would occur at the rear of the building out of view from the public right-of-way. The Project building would be designed, constructed, operated, and/or maintained in accordance with Leadership in Energy and Environmental Design (LEED) standards. Project Applicant anticipates that the building would receive between 40-49 points and qualify for a certification level of “Certified.”

2.5.3 Circulation and Parking

Vehicle Circulation

As depicted in Figure 2-5, *Circulation Plan*, the Project would include two driveways along Slauson Avenue to the north and two driveways along Greenwood Avenue to the east. The first driveway, intended for both truck traffic and vehicle traffic, would be located at the northwest corner of the Project site along Slauson Avenue. The second driveway, east of the first driveway along Slauson Avenue, is intended for vehicle traffic only. The third driveway, along Greenwood Avenue located slightly to the north of the center of the proposed eastern boundary, is intended for vehicle traffic only. The fourth driveway along Greenwood Avenue, located south of the third driveway at the southeast corner of the Project boundary, is intended for both truck traffic and vehicle traffic. Truck traffic would enter from either the northwest or southeast corner of the Project site and would follow the perimeter of the proposed building. Loading activities would be conducted at the rear of the building, shielded from view from the adjacent streets.

Parking

As depicted in Figure 2-3, the Project includes surface parking with 224 parking spaces. Of the 224 spaces, 168 stalls would be designated as standard, 23 stalls would be designated as compact, 5 stalls would be designated ADA Accessible, 2 stalls would be designated as ADA Van Accessible, 21 stalls would be designated as Electronic Vehicle Charging Station (EVCS) standard, 1 stall would be designated as EVCS accessible standard, 1 stall would be designated EVCS accessible van, and 3 stalls would be designated as Clean Air/Vanpool/EV. Automotive parking stalls would be located to the west, north, and east of the proposed building. The Project would further include 63 truck trailer parking spaces located south of the building, closest to the 33 proposed dock doors on the south elevation.



KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL/PAINTED. FINISH GRADE VARIES. SET 1" DRAINAGE. WATERPROOF ALL WALLS WHERE GRADE IS FINISH AND EXPOSED TO THE WEATHER. ONE SIDE WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MAX. OF 4" OF CONCRETE. PROVIDE TRENCH DRAIN AT BOTTOM AND GUTLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOOR HIGH CONCRETE OR AT RAMP WALLS.
- 2 PANEL JOINT
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 1/8" CHAMFER. RECAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. 1/4" x 1/4" OVERHEAD DOOR @ DOOR THRESH. PROVIDE COMPLETE WEATHERSTRIPPING PROTECTION ALL AROUND. PAINT COLOR TO MATCH FIELD COLOR.
- 4 8" x 12" OVERHEAD DOOR @ DOOR HIGH. PROVIDE COMPLETE WEATHERSTRIPPING PROTECTION ALL AROUND. PAINT COLOR TO MATCH FIELD COLOR.
- 5 CONCRETE SINGL LANSING AND GUARDRAIL BY METAL DEK INVERTER. PROVIDE NON SKID FINISH TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED TREAD MARKING STRIP PER ADA REQUIREMENTS AT TOP LANSING AND BOTTOM TREAD FOR ADA REQUIREMENTS.
- 6 METAL LOUVER. PAINT COLOR TO MATCH FIELD COLOR.
- 7 HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
- 8 ROOF LINE BEYOND
- 9 DOOR BUMPER
- 10 ALUMINUM STORYPOLE FRAMING WITH TEMPERED GLAZING AT ALL DOORS. LOCATES ADJACENT TO DOORS AND GLAZING.
- 11 NOT USED
- 12 EXTERIOR CANOPY
- 13 INTERIOR ROOF BEAM WITH OVERHUNG SCAFFERS

COLOR SCHED. - ELEVATIONS

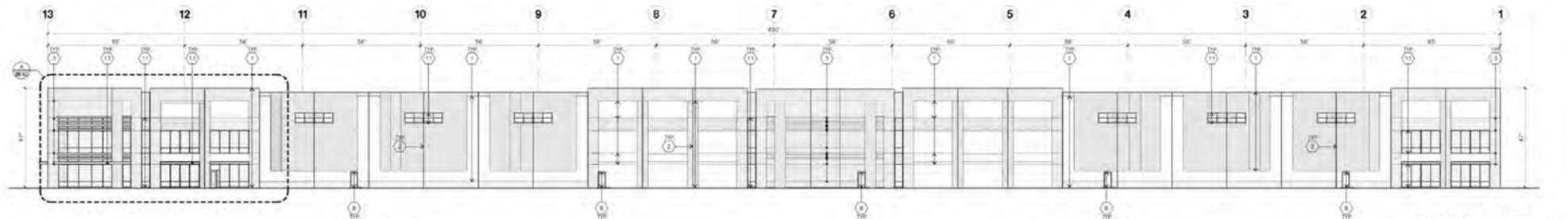
- 1 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7025 PURE WHITE
- 2 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7071 GRAY SCREEN
- 3 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7072 ONLINE
- 4 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7073 NETWORK GRAY
- 5 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7074 SOFTWARE
- 6 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7076 CONDENSED
- 7 CONCRETE TILT-UP PANEL PAINT BRAND: SHERWIN-WILLIAMS SW7077 ARIZONA TILE WORK WOOD CLEGG
- 8 MULLIONS COLOR: BLACK ANODIZED
- 9 GLAZING COLOR: BLACK REFLECTIVE GLAZING
- 10 METAL CANOPY PAINT BRAND: SHERWIN-WILLIAMS SW7025 PURE WHITE

GLAZING LEGEND

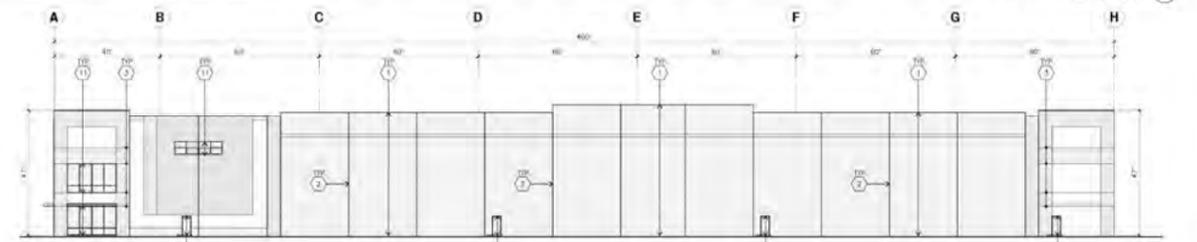
- 1 TEMPERED SHARED GLASS
- 2 TEMPERED VISION INSULATED GLASS PANE (VIG) (2) PRACTICA + SOLARSH SQUARISH EQ (2) CLEAR U VALUE: 0.27 SHGC: 0.21 AND VLT: 28% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LIFES

GENERAL NOTES - ELEVATIONS

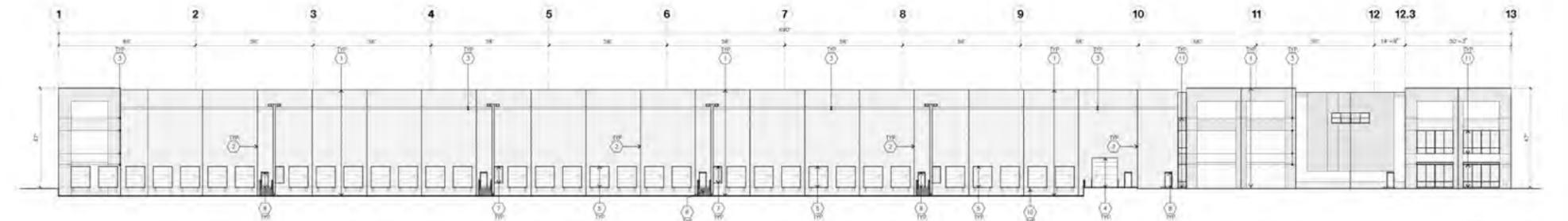
- A. ALL PAINT COLOR SYMBOLS TO OCCUR AT RECOR CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. E.O.M. = TOP OF FINISH ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. ANCHORS AND BRIMS SHALL APPROVE PRIOR TO FINISHING REMAINDER OF BUILDING.
- F. BACK SIDE OF PANELS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- G. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREACH.
- H. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- I. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
- J. EXTERIOR WALL SHALL BE FINISHED WITH A QUALITY-RESISTANT COATING OR PAINT TO A HEIGHT OF 12' FOR BUILDING OR STRUCTURE SURFACES THAT ARE NOT INTENDED TO BE PAINTED (E.G. SPILT-FACE BLOCK, SEGMENTED TILE, ETC).



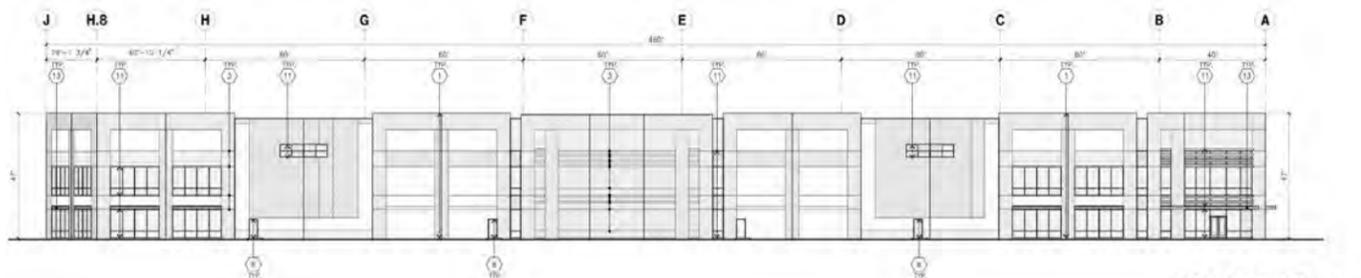
NORTH ELEVATION A



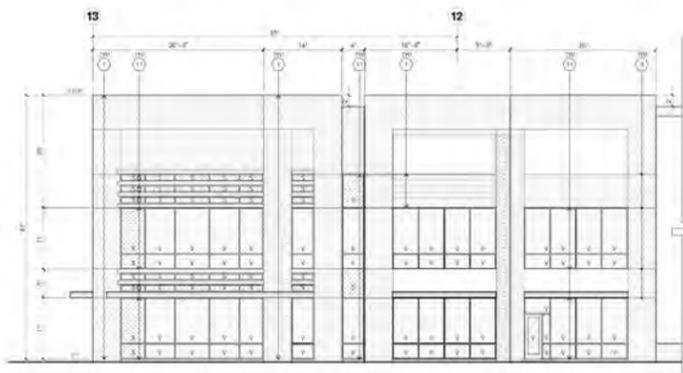
WEST ELEVATION B



SOUTH ELEVATION C



EAST ELEVATION D



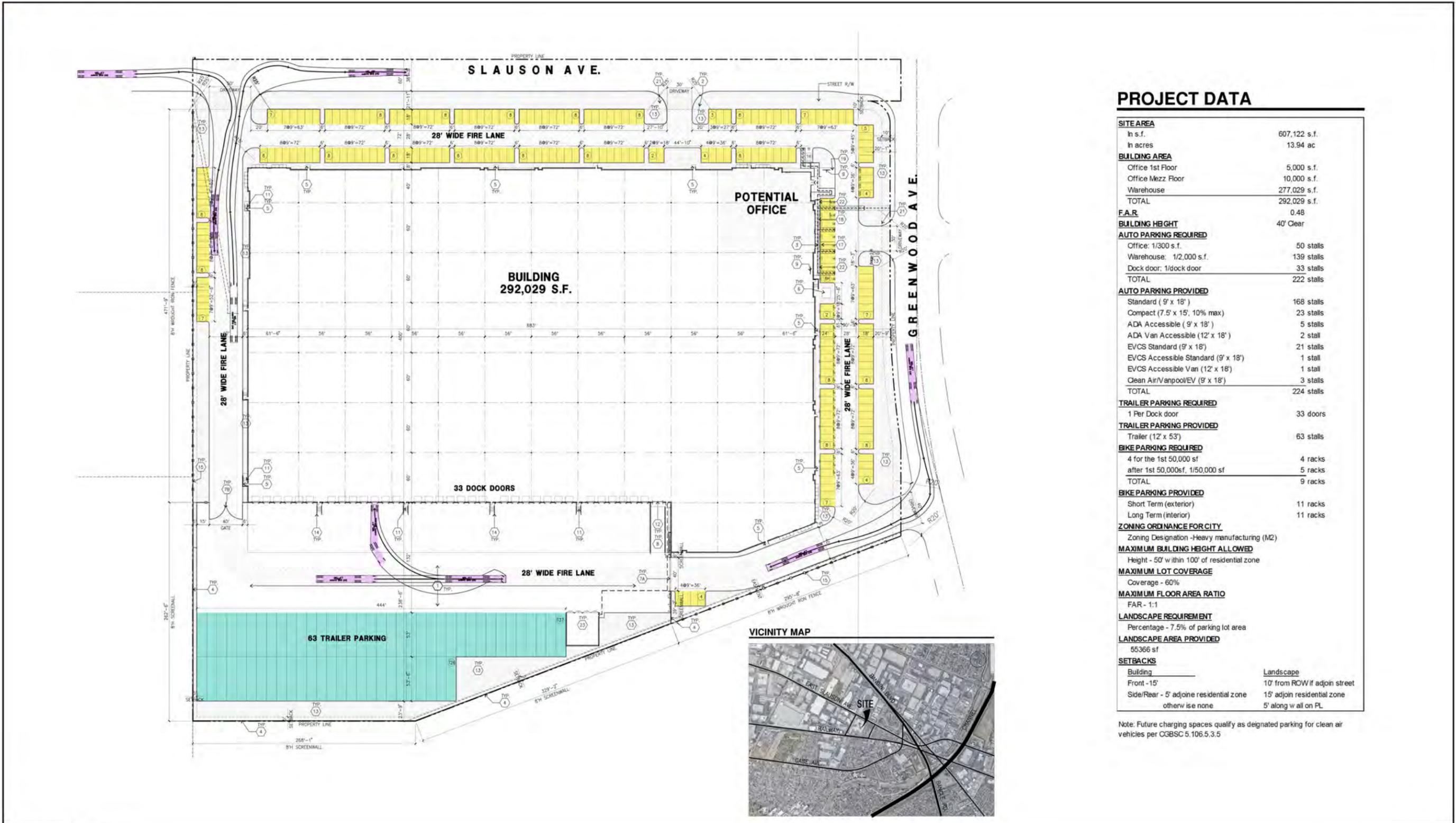
ENLARGED NORTH ELEVATION A

Source(s): HPA (06-23-2021)

Figure 2-4

Not to Scale

Building Elevations



Source(s): HPA (11-16-2021)

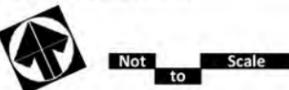


Figure 2-5

Circulation Plan



2.5.4 Landscaping, Walls, and Lighting

As depicted on Figure 2-6, *Landscape Plan*, landscaping would be provided along the perimeter of the site. The minimum width of the parking perimeter landscaping between the street right-of-way and parking area would be 10 feet. A minimum of one tree would be provided for every eight parking spaces, and would be planted to provide uniform shade and coverage. One additional tree will be planted for every three hundred square feet (sf) of landscaped area. All trees would be of a minimum 24-inch box size. A 20-foot landscaping buffer between parking and sidewalk will be provided along Greenwood Ave.

An 8-foot wrought iron fence would border the Project site's eastern boundary. Additionally, the Project Applicant would construct an 8-foot concrete screen wall on the western and southern boundary, which would transition to an 8-foot wrought iron fence from the gate entry to the eastern truck driveway access.

Exterior lighting would be installed on-site, as necessary, for safety, security, and wayfinding. Decorative architectural lighting as well as landscape lighting would also be installed to accent building entries as focal points throughout the site.

2.6 Project Construction Characteristics

Project construction would occur in one phase over approximately one year with an opening year of 2024. Construction activities and durations are as follows:

- Demolition (20 days)
- Site Preparation (10 days)
- Grading (30 days)
- Building Construction (300 days)
- Paving (20 days)
- Architectural Coating (40 days)

The Project will require demolition of the existing buildings (249,579 sf) and asphalt paving on site. All construction debris (4,000 cubic yards (CY)) will be hauled to California Waste Services in Gardena approximately 16.0 miles away. Following demolition, the site will be graded requiring 5,250 CY of cut and 33,400 CY of fill. Accordingly, the project would require 28,150 CY of imported soil.



PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Chitalpa tashkentensis Chitalpa	24" Box	27	L	Standard
	Koelreuteria bipinnata Chinese Flame Tree	36" Box	11	M	Multi
	Rhus lancea African Sumac	24" Box	25	L	Standard
	Tristania conferta Brisbane Box	15 Gal	28	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Acacia sellowiana Pineapple Gauva	5 Gal	0	M	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	
	Dianella tasmanica Dianella	5 Gal	0	M	
	Dodonaea viscosa 'Purpurea' Hopseed Bush	5 Gal	0	M	
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	
	Pittosporum tobira 'Variegata' Variegated Mock Orange	5 Gal	0	M	Hedge
	Pittosporum t. 'Wheeler' Wheeler's Dwarf	5 Gal	0	M	
	Rhaphiolepis l. 'Clara' Indian Hawthorn	5 Gal	0	M	Hedge
	Rhaphiolepis l. 'Springtime' Indian Hawthorn	5 Gal	0	M	Hedge
	Salvia greggii Autumn Sage	5 Gal	0	L	
	Salvia leucantha Mexican Sage	5 Gal	0	L	

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	0	L	
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Dasyliion wheeleri Desert Spoon	5 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	L	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	

Source(s): Hunter Landscape (12-03-2021)

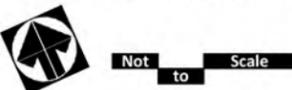


Figure 2-6

Landscape Plan



3.0 Environmental Checklist and Evaluation

3.1 Project Information

1. Project Title

7400 Slauson Avenue Project

2. Lead Agency Name and Address

City of Commerce
Economic Development and Planning Department
2535 Commerce Way
Commerce, CA 90040

3. Contact Person and Phone Number

Ignacio Rincon, Planner – (323) 722-2294

4. Project Location

The Project site encompasses 12.95- acres of land (Assessor's Parcel Number [APN] 6356-016-022) located at 7400 Slauson Avenue, at the southwest portion of the City of Commerce. The Project is south of Slauson Avenue, east of Greenwood Avenue, and north of the Union Pacific Railroad. The City of Commerce is located approximately 6 miles southeast of downtown Los Angeles and is bounded by the City of Montebello to the northeast, unincorporated East Los Angeles on the north, and the City of Bell Gardens on the south. Regional access is provided via Interstate 5 (I-5) and I-710. The regional and local vicinity of the Project site are depicted on Figure 2-1, *Regional and Vicinity Map*.

5. Project Applicant

Duke Realty, LLC
200 Spectrum Center Drive, Suite 1600
Irvine, CA 92618

6. General Plan Designation

Heavy Industrial ("M-2")

7. Zoning

Industrial

8. Description of Project:

The Project involves redevelopment of the Project site with a 292,029-sf speculative warehouse/distribution facility with 15,000 sf of office uses, 33 dock high loading doors, 63 truck trailer parking spaces, and 224 vehicle parking spaces. The Project would require demolition of 249,579 sf of existing structures, associated on-site landscaping, and associated on-site parking. The existing buildings



and structures include one primary 233,260 sf warehouse and office building, and five ancillary structures with which range from 694 sf to 6,750 sf.

9. Surrounding Land Uses and Setting:

The Project site is located at the southeast corner of the Commerce Park planning area, which supports commercial and industrial uses, and is adjacent to the Southeast Planning Area. Properties surrounding the Project site to the west and north include various industrial, warehouse, and commercial uses. Properties surrounding the Project site to the east and south include low and medium density housing.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participation agreement)

None.



3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Mandatory Findings of Significance |

3.3 Determination

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.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

Submitted by: Ignacio Rincon, Planner

Date



3.4 Evaluation of Environmental Impacts

This section contains the Environmental Checklist for the Project and is based on the Initial Study Environmental Checklist (Checklist) included in Appendix G of the CEQA Guidelines, approved in December 2021. The Checklist is marked with findings as to the environmental effects of the Project. The evaluation of environmental impacts in this section has been undertaken, pursuant to the provisions of CEQA, to provide the City of Commerce with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings is provided in the explanation of responses following the Checklist. References used to support the analyses are identified in the text and listed in Section 4.0 of this Initial Study.

3.4.1 Aesthetics

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the Project have a substantial adverse effect on a scenic vista?**

No Impact. The City of Commerce 2020 General Plan does not identify any designated scenic vistas within the City of Commerce (City of Commerce, 2008). As shown in Figure 3-1 and Figure 3-2, *Views of the Project Site and Surrounding Area*, the viewshed experienced from the public areas in the vicinity of the Project site predominantly reflects the industrial and warehouse uses of the surrounding properties. The Project site and immediate surrounding area is highly urbanized. Further, views from Slauson Avenue to the south and Greenwood Avenue to the west are currently obstructed by the existing 42.8-foot height building on the Project site. Due to the extent of existing urbanization and the lack of scenic vistas in the Project area, no impact would occur.



b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

No Impact. The Project is not within a State scenic highway. The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in the Streets and Highway Code, Sections 260–263. Scenic highways are classified as either Officially Listed or Eligible (Caltrans, 2015). The nearest Eligible State scenic highway is a portion of State Highway 2 (HWY-2) that extends through the San Gabriel Mountain, beginning just north of the City of La Canada Flintridge (Caltrans, 2015). The Eligible portion of HWY-2 is located approximately 16 miles northwest of the Project site and is not visible from the Project site or surrounding areas. As such, the Project would not impact scenic resources within a State designated scenic highway. No impact would result.

c) *Would the Project, 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?*

No Impact. The Project is in an urbanized area with industrial uses to the west and north and residential uses to the east and south. Aerial photographs presented in Figure 2-2 demonstrate the visual character of the Project site and surrounding areas. As shown in the aerial photograph, the entirety of the Project site is developed with one primary structure, four ancillary structures, and an outdoor parking lot. There is a limited number of trees and ornamental landscaping within the Project site.

Given the urban nature of the Project site and surrounding areas, the analysis threshold is appropriately based on review of potential for the Project to conflict with applicable zoning and other regulations governing scenic quality. Specifically, regulations governing scenic quality are established through the City's Municipal Code and General Plan, as discussed below. The purpose of Title 19, Zoning, of the City of Commerce Municipal Code, is to "protect health, safety, comfort, and welfare and to ensure the growth and development of the City is orderly and provides maximum benefit to its residents by establishing land use districts and regulations which prevent misuse or abuse of the land." (Commerce Municipal Code, 2019). The Project is zoned as M-2 (Heavy Industrial).

The Project would be developed in compliance with applicable provisions of the City's Municipal Code, including established development standards as stipulated in Table 19.11.040A of the Municipal Code (Commerce Municipal Code, 2019). Applicable development standards include: 1) a minimum lot area of 25,000 sf, 2) a maximum building height of 50 ft. within 100 ft. of any residential zone, school, or park; otherwise no height limit, 3) a minimum front yardage of 15 ft., 4) a minimum 5 ft. side and rear yard setback if adjoining residential zone, school, or park; otherwise no minimum side or rear yard, 5) a minimum of 5% of open space in total lot area, 6) a maximum lot coverage of 60% of total lot area, and 7) a maximum floor area ratio (FAR) of 1:1. Chapter 19.11 of the Municipal Code outlines permitted uses and development standards for manufacturing zones.

The proposed land use is consistent with the M-2 zoning designation, which allows warehouse and logistics facilities. Table 3-1 addresses the Project's consistency with applicable development standards outlined in section 19.11.040(A) of the Municipal Code.



Table 3-1 Zoning Development Standards Consistency Analysis

Applicable Development Standard	Project Consistency
<i>Commercial Highway Zone General Standards</i>	
Minimum Lot Area: 25,000 sf	Consistent. The Project site is approximately 12.95 acres (approximately 607,122 sf), which is substantially larger than the required minimum lot area of 25,000 sf. Therefore, the project would be consistent with the minimum lot requirement.
Maximum Building Height: None, unless Project site 100 ft of a residential zone, school or park, in which case 50 ft.	Consistent. The Project site is within 100 feet of the nearest residential zone both to the east and south, and therefore must not exceed 50 ft. The proposed building is 40 ft in height at its highest point. Therefore, the Project would be consistent with the maximum building height limit.
Distance Between Buildings (Minimum): None	Consistent. As there is no minimum, the Project would be consistent with the distance between buildings requirement.
Minimum Front Yard: 15 ft	Consistent. The Project's front yard space would be 71 ft which includes a 10-ft landscaped buffer. There is no location where the front setback would be less than the minimum 15 ft minimum requirement. Therefore, the Project would be consistent with the minimum front yard setback requirement.
Minimum Side Yard: None, unless Project site adjoins residential zone, school, or park, in which case 5 ft.	Consistent. The Project site is adjacent to a residential zone to the east and south, and therefore must have a minimum side yard of 5 ft. The Project's minimum side yard would be approximately 80 ft which includes a 10-ft landscaped buffer. Therefore, the Project site would be consistent with the minimum side yard requirement.
Minimum Rear Yard: None, unless Project site adjoins residential zone, school, or park, in which case 5 ft.	Consistent. The Project side adjoins a residential zone to the east and south, and therefore must have a minimum rear yard of 5 ft. The Project site's minimum rear yard would be approximately 51 ft which includes a 5-ft landscaped buffer. Therefore, the Project site would be consistent with the minimum rear yard requirement.
Open Space: 5% of total lot area	Consistent. The Project would allocate approximately 9% of the Project site to open space. Therefore, the Project would be consistent with the minimum open space requirement.
Maximum Lot Coverage: 60% of total lot area	Consistent. The Projects lot coverage would be 48.9%, which is below the required maximum lot coverage of 60%. Therefore, the Project would be consistent with the maximum lot coverage requirement.
Floor Area Ratio (Maximum): 1:1	Consistent. The Project site has a FAR of approximately 1:0.48, which would not exceed the maximum allowed FAR of 1:1. Therefore, the project would be consistent with the maximum lot FAR requirement.
Maximum Fence Height: 8ft for front, side, and rear yard	Consistent. The Project would construct an 8-foot concrete screen wall on the western and southern boundary, which would transition to an 8-foot wrought iron fence from the gate entry to the eastern truck



Applicable Development Standard	Project Consistency
	driveway access.

Because the Project site adjoins a residential zone, Section 19.11.060, Landscape Buffer, requires that setback areas be fully landscaped and provided with an automatic irrigation system consistent with the requirements of Chapter 19.23 of the Municipal Code. As shown on Figure 2-6, the Project’s site’s eastern and southern setbacks, which adjoin residential zones, are fully landscaped with automatic irrigation systems, and therefore would be consistent with Section 19.11.060.

As discussed above, the City has established development standards and landscape requirements in the Municipal Code to protect the visual and scenic quality of the City. As demonstrated through the analysis presented above, the Project would not conflict with applicable development standards in the City’s Municipal Code established for the M-2 zone. Therefore, no impact would occur.

d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views?*

Less than Significant Impact. Under existing conditions, the Project site is surrounded by a variety of industrial, commercial, and residential uses. Street lights are located along Slauson Avenue and Greenwood Avenue. Lights associated with the use of I-5 are a prominent source of nighttime lighting in the area.

The Project would introduce new light sources to the Project site as necessary for security, safety, and wayfinding. However, the lighting would be consistent with existing lighting onsite and in the general area. Furthermore, the lighting and glare produced by the Project would be substantially similar to the existing Project site conditions. Currently, the Project site contains a series of parking lot lighting along with lighting on the existing buildings, and the proposed Project would result in a similar lighting pattern.

Consistent with Section 19.19.130 of the City’s Municipal Code, which establishes general lighting standards, exterior lighting shall not exceed twenty-five feet; and lighting candle power would be the minimum needed to accomplish the purpose of the light; lighting would not flicker and would remain consistently powered; lighting would be prevented from shining onto adjacent properties, public rights-of-way, and driveways in a manner that would obstruct drivers vision; and all light fixtures would be compatible with the architectural style of the project.

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. Proposed exterior building materials primarily include concrete, painted metal, and tempered glass. These non-reflective building materials would not result in potential glare impacts within the Project site or surrounding areas, and notably at the street level.

Implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. Accordingly, impacts would be less than significant.



Source(s): Nearmap Imagery (2021)

Key Map

Figure 3-1

Not to Scale

Views of the Project Site and Surrounding Area



Source(s): Nearmap Imagery (2021)

Key Map 

Figure 3-2

Not to Scale

Views of the Project Site and Surrounding Area

**3.4.2 Agriculture and Forestry Resources**

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

a) 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. According to mapping information available from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland (CDC, 2016a). The nearest area of any FMMP significance is a relatively small area of Prime Farmland located within the Los Alamitos Army Airfield approximately 13.4 miles to the southeast. Given the Project would not convert Prime Farmland, Unique Farmland, or Farmland, as shown on maps prepared pursuant to the FMMP, to non-agricultural use, no impact would result.

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

No Impact. The Project site is currently zoned as Heavy Industrial (M-2). The Project's implementation will not require a zone change and will not result in a loss of land zoned for agriculture. The Project site is nearly completely paved with a small exception for decorative landscaping. There are no farming activities occurring at the site. The Project site is not located within any agricultural preserves, nor is the Project site subject to any Williamson Act Contracts (City of Commerce, 2008) (CDC, 2016b). As a result,



the Project will not result in conflict with existing agricultural zoning or Williamson Act contracts. The Project would cause no impact.

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

No Impact. Under existing conditions, the Project site is located within the City of Commerce, has a zoning designation of M-2, and does not contain forest land. The Project does not propose an amendment to the zoning plan, and would utilize the land in a manner which is consistent with the M-2 zone designation. Accordingly, 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. The Project site and surrounding areas do not consist of forest land. Therefore, the Project would not result in the loss of forest land or result in the conversion of forest land to non-forest use. Accordingly, no impact would occur and no further analysis of this topic is required.

e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As previously stated, the Project would not result in changes in the environment which, due to their location and nature, could result in conversion of forest land to non-forest use. Accordingly, no impact would occur and no further analysis of this topic is required.

3.4.3 Air Quality

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

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

Potentially Significant Impact. The Project site is located in the South Coast Air Basin (SCAB). Air quality within the SCAB is regulated by the South Coast Air Quality Management District (SCAQMD). Standards for air quality are documented in the SCAQMD's Air Quality Management Plan (AQMP), which was adopted by SCAQMD on March 3, 2017 (SCAQMD, 2017). The proposed Project's construction and operational activities would emit pollutants into the SCAB that have potential to conflict with or obstruct implementation of the SCAQMD's AQMP. Accordingly, an air quality technical report shall be prepared for the Project and the EIR shall evaluate the proposed Project's potential to conflict with the adopted SCAQMD's AQMP.

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

Potentially Significant Impact. Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the 2016 SCAQMD AQMP (SCAQMD, 2017). Implementation of the proposed Project has the potential to exceed daily air pollutant emission significance thresholds established by the SCAQMD's AQMP during both construction and long-term operation. Accordingly, an air quality technical report shall be prepared and Project-related air emissions shall be modeled using the SCAQMD's California Emissions Estimator Model (CalEEMod). The purpose of this model is to estimate air quality emissions for criteria pollutants from direct and indirect sources. The EIR shall quantify the Project's expected pollutant levels and evaluate whether the proposed Project's emissions would violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

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

Potentially Significant Impact. The Project has the potential to expose sensitive receptors located near the Project site and/or along its primary truck route(s) to localized criteria pollutant emissions and/or diesel particulate matter (DPM) emissions from mobile sources (i.e., automobile/truck exhaust). These pollutants pose risks to human health. Due to the presence of sensitive receptors in the Project area, there is a potential for exposing nearby sensitive receptors to substantial pollutant concentrations associated with the Project. The Project's potential to expose nearby sensitive receptors to substantial pollutant concentrations shall be studied in the air quality technical report and will be disclosed in the EIR.

d) *Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Potentially Significant Impact. Any temporary odor impacts generated during Project-related construction activities, such as asphalt paving and the application of architectural coatings, would be short-term and cease upon completion of the construction phase of the Project. The industrial uses proposed for the Project site are not expected to involve uses or activities that generate substantial or noticeable amounts of odor during long-term operation. Regardless, the Project's potential to expose a substantial number of people to objectionable odors during both construction and operation shall be studied in a Project-specific air quality technical report, and the findings of the air quality technical report shall be disclosed by the EIR.

**3.4.4 Biological Resources**

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>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 impeded the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. The Project site is currently developed with one primary 233,260 sf warehouse and office building, and five ancillary structures. The eastern portion of the Project site consists of surface parking. Limited ornamental trees and landscaping are present throughout the Project site.

The Project site is in an urbanized and industrialized area in the City of Commerce and vegetation onsite is limited to ornamental species. As indicated in the City of Commerce General Plan, the City of Commerce does not contain any natural habitats, and the CDFW has determined that there are no sensitive habitats or species on the Project site or surrounding areas (City of Commerce, 2008, p. 146).



As a part of the Project, existing vegetation within the developed portion of the Project site would be removed and replaced with a variety of trees and ornamental vegetation. The relocation and/or replacement of on-site vegetation and trees would not have a substantial adverse effect on candidate, sensitive or special-status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). No impact would occur.

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

No Impact. The Project site is currently developed with industrial buildings and associated parking lot and is in a highly urbanized and industrialized area in the City of Commerce. Vegetation onsite is limited to ornamental species. There is no riparian habitat on the Project site. As indicated in the City of Commerce General Plan, the City of Commerce does not contain any natural habitats, and the CDFW has determined that there are no sensitive habitats or species within Commerce or in adjacent areas (City of Commerce, 2008, p. 146). Accordingly, no impact would occur.

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. See response for Threshold 3.4.4(b). There are no wetlands on the Project site. Accordingly, no impact would occur.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?*

No Impact. No surface water bodies, streams or waterways occur on the Project site. The Project site does not provide nursery sites for wildlife, nor is it conducive to function as a corridor for migratory wildlife. There are a limited number of ornamental trees on site that would be removed and replaced with new trees and landscaping. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. Nesting migratory birds are protected under the MBTA (United States Code, Title 16, Sections 703–712) and California Fish and Game Code Sections 3503 et seq. Compliance with federal MBTA and California Fish and Game Code would eliminate any potential impacts. Therefore, the Project would not interfere with the movement of any native resident or migratory species or impede the use of native wildlife nursery sites. No impact would occur.

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

Less than Significant Impact. The existing trees and groundcover located within the Project site are ornamental and would be removed and replaced in accordance with the proposed landscape plan (see Figure 2-6). A minimum of one tree would be provided for every eight parking spaces, and would be planted to provide uniform shade and coverage. One additional tree will be planted for every three hundred sf of landscaped area. All trees would be of a minimum 24-inch box size. Accordingly, a less than significant impact would occur.



f) *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, or state habitat conservation plan?*

No Impact. The Project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area. Accordingly, no impact would result and no mitigation is required.

3.4.5 Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the Project cause a substantial adverse change in the significance of historical resources pursuant to §15064.5?*

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

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

The Project involves demolition of the four historic-aged buildings located on the Project site which were constructed in 1951 (commercial sales and service building), 1952 (commercial office/warehouse building [previously recorded as P-19-190301] and industrial auxiliary building), and 1952 to 1956 (industrial auxiliary building). If these buildings are determined to be historically significant, demolition of the structures would result in a potentially significant impact. As a result, a historic structure assessment will be prepared and incorporated into the EIR.



b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. The Project site is built out and previous grading at the site has occurred. The Project would involve demolition and grading activities to construct the proposed warehouse building. There may be a potential to encounter archeological resources in areas requiring grading into native soils. A cultural resources report will be prepared to determine the sensitivity of archaeological resources on the site and potential impacts during grading activities; additional analysis will be provided in an EIR.

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

No Impact. The possibility of uncovering human remains during Project-related grading activities is remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Pursuant to California Health and Safety Code Section 7050.5, in the unlikely event human remains are encountered during ground-disturbing activities, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Mandatory compliance with these requirements would ensure that no impacts associated with the discovery of human remains would occur.

3.4.6 Energy

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?

Potentially Significant Impact. Project-related construction and operational activities would use local energy resources, including gasoline, diesel fuel, and electricity.



Construction

Construction of the proposed Project would create temporary increased demands for energy use to power the construction equipment. The energy use would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas or diesel-powered. The later construction phases could require electricity-powered equipment for interior construction and architectural coatings. Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; and construction waste reduction. The Project would be required to comply with CALGreen.

The Project could potentially result in wasteful, inefficient, or unnecessary use of energy during construction. It is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards, so that adequate energy efficiency level is achieved. Nonetheless, construction trips have the potential to result in unnecessary use of energy. Further, electrical energy would also be required during construction which are currently unknown. Accordingly, an energy impact report will be created to assess the potential sources of wasteful or inefficient use of energy during the Project's construction or long-term use.

Operation

The Project site is currently developed. The existing buildings consume electricity for heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; lighting; use of onsite equipment and appliances, etc. The proposed Project would involve the replacement of older buildings with new buildings that would comply with the 2019 Building Energy Efficiency Standards. Therefore, the proposed Project would result in more energy efficient buildings and would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

b) *Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Potentially Significant Impact. The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006 and 2011. The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Renewable energy sources include wind, small hydropower, solar, geothermal, biomass, and biogas; electricity production from renewable sources is generally considered carbon neutral. Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10,



2018, Governor Brown signed Senate Bill 100 (SB 100), which raises California’s RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. The Project is not anticipated to obstruct the State’s renewable energy targets. Additionally, the Project will be required to comply with the California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) (Commerce Municipal Code, 2019). Nonetheless, the Project would have a potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Accordingly, an energy impact report will be created to assess the potential conflict with or obstruction to a state or local plan for renewable energy or energy efficiency.

3.4.7 Geology and Soils

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
i) <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.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) <i>Strong seismic ground shaking?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) <i>Seismic-related ground failure, including liquefaction?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) <i>Landslides?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

a.i) *Rupture of a known earthquake fault?* No Impact. There are no known faults on the Project site and the Project site is not located within an Alquist-Priolo earthquake fault zone (LACity, 2020). Therefore, no impacts related to the rupture of a known earthquake fault, as depicted on the most recent Alquist-Priolo Earthquake Fault Zoning Map, are anticipated to occur as a result of Project implementation.

a.ii) *Strong seismic ground shaking?* Less than Significant Impact. Southern California is a seismically active area and properties in the City of Commerce, including the Project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby regional faults. The Project site is not at an increased risk relative to the surrounding areas. Project-related structures and buildings would be required to be designed and built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion. Therefore, as structures would be designed to meet or exceed CBC standards for earthquake resistance, development of the Project would create less than significant impacts related to seismic ground shaking.

a.iii) *Seismic-related ground failure, including liquefaction?* No Impact. The Project site is not located within a liquefaction potential zone (LACity, 2016). The historic groundwater levels at nearby wells (Well ID: 1562, approximately 0.5 miles west of the Project site) indicates a depth of water deeper than 100 feet below ground surface and would therefore not have the necessary groundwater conditions for a liquefaction risk (LADPW, 2021). Accordingly, no impact would occur.

a.iv) *Landslides?* No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. The Project site is not located within a landslide zone. Accordingly, no impact related to landslide hazards would occur.

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

Less than Significant Impact. Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 3-2, below.

Table 3-2 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Future development within the Project site would be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.



c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. As stated previously, the Project site is not susceptible to landslides or liquefaction. The potential for other geologic hazards on the Project site, including lateral spreading, subsidence or collapse is considered low (Southern California Geotechnical, 2020). Further, Project-related structures and buildings would be required to be designed and built in compliance with the CBC and the City of Commerce Building Code, which requires the Project to implement the recommendations of the site-specific geotechnical investigation. The recommendations require foundations to be constructed based on the expansion index and shear strength of onsite soils. Compliance with the CBC and City Building Code would ensure that no impact would occur.

d) Would the Project 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?

No Impact. Onsite soils have a very low expansion potential (Southern California Geotechnical, 2020). Accordingly, no impact would occur.

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

No Impact. No septic tanks will be used as part of the proposed Project. The proposed Project would connect to the existing waste water disposal system. Accordingly, no impact would occur.

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

Potentially Significant Impact. Previous disturbance of the Project site from past construction activities has reduced the potential for paleontological resources or unique geologic features to exist onsite. However, a paleontological resources assessment report will be prepared to identify any potential significant paleontological resources or unique geologic features onsite. Results of the paleontological resources assessment report will be discussed in the EIR, along with any potential Project impacts.

3.4.8 Greenhouse Gas Emissions

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



a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Potentially Significant Impact. Greenhouse gas (GHG) emissions associated with the proposed Project would primarily be associated with emissions from Project-related traffic. In addition, Project-related construction activities, energy consumption, water consumption, and solid waste generation also would contribute to the Project's overall generation of GHGs. Specifically, Project-related construction and operational activities would result in the emissions of carbon dioxide (CO₂), nitrogen dioxide (NO₂), and methane (CH₄), which are GHGs. A Project-specific GHG emissions report shall be prepared for the Project to determine whether the Project exceeds SCAQMD's bright-line greenhouse gas emissions threshold and result in a significant impact. The results of the GHG emissions report shall be documented in the EIR.

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

Potentially Significant Impact. The City of Commerce does not have an adopted Climate Action Plan. The Project's potential impacts due to GHG emissions shall be assessed in the required GHG emissions report based on consistency with Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32), which are the primary policies/regulations adopted in the State of California to reduce GHG emissions. Thus, the proposed Project's potential to result in a significant impact related to GHG emissions is based on its consistency with AB 32 and SB 32. The EIR shall document the findings of the Project-specific GHG emissions report and shall evaluate the Project for consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

3.4.9 Hazards and Hazardous Materials

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>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?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) <i>Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project 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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. The term “hazardous material” is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of “hazardous material” is the same as that outlined in the California Health and Safety Code, Section 25501:

Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

“Hazardous waste” is a subset of hazardous materials, and the definition is essentially the same as that in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a



substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Hazardous materials such as fuels, greases, paints, and cleaning materials would be used during construction of the proposed Project. Onsite construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. Additionally, operation of existing and future warehousing uses at the Project site may involve the use of regulated hazardous materials. Therefore, potentially significant impacts may occur and will be addressed in the EIR.

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?*

Potentially Significant Impact. The Project site is currently built out with industrial uses. Further analysis in the EIR is necessary to characterize the existing conditions of the Project site with respect to past and current activities involving the handling, use, and storage of hazardous materials. Based on the findings of the analysis, it can be determined whether the proposed Project could involve a risk of release of hazardous materials into the environment during demolition and construction. The EIR will also evaluate the potential risk of release of hazardous materials during Project operation. Therefore, potentially significant impacts may occur and will be addressed in the EIR.

c) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The Project is located within an industrial and urbanized area and is not within a quarter mile of any existing or proposed school. The nearest school to the Project site is the Suva Elementary School approximately 0.78 miles to the southwest at 6740 Suva Street in Bell Gardens. As a result, no impacts would occur.

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

Potentially Significant Impact. The Project site is currently built out with industrial uses. Further analysis in the EIR is necessary to characterize the existing conditions within the Project site with respect to past and current activities involving the handling, use, and storage of hazardous materials. A Phase I Environmental Site Assessment will be prepared to determine whether the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. Therefore, potentially significant impacts may occur and will be addressed in the EIR.



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

No Impact. The Project site is not located within an airport land use plan or within two miles of a public airport. The Project site is approximately 9.0 miles southwest of the San Gabriel Airport (SGA) and is not within the SGA's sphere of influence. The nearest major airport is the Los Angeles Airport which is approximately 14.5 miles west of the Project site. Accordingly, the Project would not result in a safety hazard or excessive noise for people working in the Project area. No impact would occur.

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

Less than Significant Impact. The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to "...be documented in the areas of planning, training, exercise, and performance." Los Angeles County adopted an Operational Area Emergency Response Plan (OAERP), which meets the SEMS requirements of state law. The OAERP addresses the planned response by the County to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The purpose of the OAERP is to guide the mitigation, response and recovery efforts before, during and after an emergency. The City of Commerce Emergency Preparedness Division coordinates the City's emergency response, and provides training to the City's 20-member Urban Search and Rescue team.

The City's General Plan Public Health and Public Safety Element (City of Commerce, 2008) outlines goals and policies aimed at reducing loss of life and damage to property resulting from earthquakes, hazards, fires, floods, hazardous wastes, noise, and environmental impacts. The City of Commerce General Plan Safety Element identifies emergency evacuation routes throughout the City, which include E. Washington Boulevard, S. Atlantic Boulevard, and Eastern Avenue within proximity to the Project site.

The Project would not physically interfere with the implementation of the OAERP or any of the daily operations of the Los Angeles County Fire Department or City's Urban Search and Rescue team. All construction and operation would be required to be performed per the City's and Los Angeles County Fire Department standards and regulations. For example, future development is required to provide the necessary access and circulation for emergency vehicles and services during the construction and operation phases. Future developments would also be required to go through the City's development review and permitting process and as set forth by Los Angeles County Fire Department and in Chapter 16.04 (Fire Prevention Code) of the City's Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.). Therefore, the proposed Project would not impair implementation of or physically interfere with any emergency response or evacuation plans. Project-related impacts would be less than significant.

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 site is not located within a high fire severity zone or wildland fire hazard zone (LACounty, 2021). Similarly, the California Department of Forestry and Fire Protection (CalFire) does not designate the Project site as being located within a State Responsibility Area (SRA). As the Project



proposes redevelopment of a heavily urbanized site, the Project would have no effect on the risk to people or structures posed by wildfires. Accordingly, no impacts would occur.

3.4.10 Hydrology and Water Quality

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>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>				
i. <i>Result in substantial erosion or siltation on- or off-site;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. <i>Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. <i>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</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. <i>Impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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: The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code) (Porter-Cologne Act), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Los Angeles RWQCB (RWQCB, 2014).

Temporary Construction-Related Activities

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of protective or avoidance measures.

Construction activities would disturb the 12.95-acre site; therefore, the Project is subject to the requirements of the State Water Resources Control Board's (SWRCB) *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*, herein referred to as the "Construction General Permit." Construction-related water quality impacts would be minimized through compliance with the Construction General Permit, which requires filing an NOI with the State Water Resources Control Board, and preparing a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must include erosion- and sediment control BMPs that would meet or exceed measures required by the determined risk level of the Construction General Permit, in addition to BMPs that control the other potential construction-related pollutants (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Mandatory adherence to the Construction General Permit and implementation of measures outlined in the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

Under existing conditions, the Project site is approximately 98% covered with impervious surfaces, which include the asphalt/concrete area for the parking lot, roofs of the on-site building, landscaped areas near the building and within the parking lot, and concrete sidewalk areas. Under existing conditions, drainage consists of sheet flow off the southern side of the property. South of the existing building are several catch basin inlets which do not appear to be utilized as existing grade slopes and do not create a sump location of grate inlets, and drainage appears to bypass inlets entirely.

The Project indirectly discharges into Rio Hondo which confluences with Reach 2 of the Los Angeles River via the Municipal Separate Storm Sewer System. Rio Hondo (Reach 1) is 303(d) listed as impaired for coliform bacteria, copper, lead, toxicity, trash, zinc, and pH. Reach 2 of the LA river is 303(d) listed as impaired for the following constituents: ammonia, coliform bacteria, copper, lead, nutrients (algae) oil and trash. Reach 1 is 303(d) listed as impaired for: ammonia, cadmium, coliform bacteria, dissolved copper, cyanide, diazinon, lead, nutrients (algae), trash, dissolved zinc and pH.



Under proposed conditions, runoff from the new building and parking lots will flow generally east and south, and outlet at one of three locations for water quality treatments. Low flows from the areas will be intercepted and routed to Filterra units for treatment. Treated flows and high flows will sheet flow generally east and southeast to new grate inlets in the landscaping areas and drive aisles that surround the building.

With incorporation of the BMPs required in the LID Plan, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. As a result, impacts would be less than significant.

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?*

No Impact. Water supply to the Project would be provided by Central Basin Municipal Water District (CBMWD) and would not require the use of groundwater at the Project site. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, since the existing Project site is mostly impervious, the Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, no impact would occur.

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:*

c.i) *Result in substantial erosion or siltation on- or off-site?* Less than Significant Impact. Refer to Section 3.4.10. Hydrology and Water Quality, (a). Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation, resulting in a less than significant impact.

c.ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?* Less than Significant Impact. The Project site is currently developed; redevelopment of the site would not increase impervious surfaces. Additionally, the Project site is not within an area subject to flooding in accordance with Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06037C1810F, effective September 26, 2008. As a result, impacts would be less than significant.

c.iii) *Create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* Less than Significant Impact. Refer to Section 3.4.10. Hydrology and Water Quality, (a). The City's Stormwater and Runoff Pollution Control Regulations (Municipal Code Chapter 6.17) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of



existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety and impacts would remain less than significant.

c.iv) *Impede or redirect flood flows?* No Impact. According to the FEMA Flood Insurance Rate Map No. 06037C1810F, effective September 26, 2008, the subject property is not located within a Flood Zone; Therefore, the Project would not impede or redirect flood flows and no impact would occur.

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

No Impact. As described above the Project site is not in a FEMA flood zone. Therefore, there would be no impact related to the risk of pollutant release due to inundation from a flooding event. No impact would occur.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no large water bodies in the area that could impact the Project site. No impact would occur.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The subject property is not located near the ocean and is outside of any tsunami hazard zone. No impact would occur.

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

Less than Significant Impact. Refer to Section 3.4.10. Hydrology and Water Quality, (a). The quality of surface and groundwater at the Project site is affected by land uses within the watershed and the composition of subsurface geologic materials. Water quality in surface and ground water bodies is regulated by the State Water Resources Control Board (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB). The City of Commerce is under the jurisdiction of the LARWQCB, which is responsible for implementation of State and Federal water quality protection guidelines in the vicinity of the Project site.

The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations to ensure pollutant loads from the Project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's water efficient landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the Project would not obstruct implementation of applicable plans. Impacts would be less than significant.



3.4.11 Land Use and Planning

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

a) *Would the Project physically divide an established community?*

No Impact. The Project site is currently developed with one warehouse building, five ancillary structures, and associated parking lot within an urbanized portion of the City of Commerce. As indicated by the City of Commerce General Plan Land Use Map, the Project site is currently zoned as Industrial. The City of Commerce has designated areas along Slauson Avenue, in the Project area, as Industrial. Properties to the east of Greenwood Avenue and south of the existing railroad line are designated for residential. While the Project would occur on the border of industrial and residential zones, the Project would not physically divide an established community in its redevelopment of the Project site with an industrial warehouse. Therefore, no impacts would occur.

b) *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. As identified in the City of Commerce Municipal Code, the site is zoned M2, with a General Plan land use designation of Industrial. The Project would be comprised of approximately 292,029 sf of warehouse and office. This use is a permitted use in M2 zoned lots with a maximum floor area ratio of 1.0. No change to the existing land use designation is required or proposed by the Project. No impact would occur.

**3.4.12 Mineral Resources**

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

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?*

No Impact: The Project does not conflict with California Legislature’s 1975 Surface Mining and Reclamation Act (SMARA), which provides guidelines of the classification and designation of mineral lands. The DOC Generalized Mineral Land Classification for the area shows that the Project site and surrounding areas contain no significant mineral resources (DOC, 2019). The California Department of Conservation does not show oil, gas, or geothermal fields underlying the Project site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2019). No mines, wells, or other resource extraction activity occurs on the Project site or is known to have ever occurred on the Project site. According to area maps provided by SMARA, the City of Commerce is located within the San Gabriel Valley P-C region and is not located in an area where there are significant aggregate resources present. Accordingly, no impacts would occur.

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?*

No Impact: As discussed above, no known valuable mineral resources exist on or near the Project site, and no mineral resource extraction activities occur on the site. The Project site is predominantly developed with office buildings and associated paved asphalt parking lot. Thus, the proposed Project would not result in the loss of availability of locally-important mineral resources. Accordingly, no impacts would occur.

**3.4.13 Noise**

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project result in:				
a) <i>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?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generation of excessive groundborne vibration or groundborne noise levels?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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*

Potentially Significant Impact. Project-related construction activities, as well as long-term operational activities (including on-site activities and the expected increases in vehicular travel along area roadways), may expose persons in the vicinity of the Project site and/or its primary truck routes to noise levels in excess of standards established by the City's General Plan. An acoustical analysis shall be prepared to analyze the potential for the Project to expose people, on- or off-site, to noise levels in excess of established noise standards. The results of the acoustical analysis shall be disclosed in the EIR.

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

Potentially Significant Impact. Construction activities on the Project site may produce groundborne vibration or groundborne noise levels during demolition, earthwork/grading, and/or during the operation of heavy machinery. The EIR shall analyze the potential of the Project to expose persons to excessive groundborne vibration. Long-term operation of the proposed Project is not anticipated to result in perceptible levels of groundborne vibration or groundborne noise and no impact would occur.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*



No Impact. According to LA County’s Airport Land Use Commission data, the Project site is not within any boundaries for public or private airport land use plans (ALUC, 2020). Further, the Project would not expose people residing or working in the Project area to excessive noise levels within two miles of a public or private use airport that does not have an adopted plan. Accordingly, no impact would occur.

3.4.14 Population and Housing

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

a) *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. The Project would result in the development of approximately 292,029 sf warehousing and office building, replacing an existing 249,579 sf of industrial buildings. The Project would only result in a slight increase in employees. However, the Project is consistent with the City’s General Plan buildout assumptions and therefore is also consistent with Southern California Association of Governments’ (SCAG) 2040 employment projections for the City. Project-generated jobs are well within the employment projections for the City of Commerce. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impact would occur

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

No Impact. The Project site does not contain any housing and there are no people living at the Project site that would be displaced by the Project. No impact would occur.

3.4.15 Public Services

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:</i>				
<i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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; b) Police protection; c) Schools; or d) Other public facilities?*

Fire Service: No Impact. Fire prevention services are provided by the Los Angeles County Fire Department (LAFD). The services offered by the County of Los Angeles include firefighting, paramedic and first aid treatment, hazardous material response, and emergency preparedness coordination. There are three stations serving the City of Commerce; Station 22 – 928 South Gerhart Street, Commerce; Station 27 – 6031 Rickenbacker Road, Commerce; and Station 50 – 2327 South Saybrook Avenue, Commerce. Commerce has maintained a contract with the LAFD since incorporation, and the City’s overall fire protection rating is very good.

The closest fire stations to the Project site are LAFD Fire Station 27 on Rickenbacker Road (approximately 1.42 miles south east), and Fire Station Number 50 on Saybrook Avenue (approximately 1.62 miles east) (Google Earth, 2019). In addition to these stations, resources and personnel may be dispatched from other LAFD stations, as necessary, to respond to fire and emergency calls. Due to its close proximity to the Project site, the Garfield Avenue Department Station 39 is likely to serve the Project site.

As indicated above, the Project would demolish the existing structure and replace it with an industrial warehouse building. LAFD currently provides fire protection service to the existing Project site. The increase in building square footage (42,450 sf) on site would not generate a substantial increase in



employees/personnel or uses necessitating increased calls for service. Furthermore, the Project would not generate the need for new firefighters or fire protection facilities.

The Project would be required to comply with all applicable LAFD and City of Commerce codes, ordinances, and regulations regarding fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements. A fire hydrant is located along Slauson Avenue at the northwest edge of the Project site. Access to the Project site from Slauson Avenue would be provided from two driveways along the north edge of the Project site and two driveways from Greenwood Avenue to the east. All Project driveways would be required to meet fire access standards. The demand for fire protection services resulting from the Project would not require the construction of new, or alteration of, existing fire protection facilities to maintain an adequate level of fire protection service. Therefore, no physical impacts associated with the provision of fire protection services would occur.

Police Protection: No Impact. Police protection services are provided to the City of Commerce by the Los Angeles County Sheriff's Department (LASD). The City of Commerce is served by the 5019 East Third Street station in East Los Angeles (approximately 4.21 miles northwest of the Project site).

The Project would replace the existing industrial buildings at the site, which currently require LASD services. The increase in building square footage (42,450 sf) on site would not generate a substantial increase in employees/personnel or uses necessitating increased calls for service. The Project incorporates safety features such as setbacks from the street and well-lit exterior spaces with visual exposure. The Project would not require the construction of new, or alteration of, existing police protection facilities to maintain an adequate level of police protection service. Therefore, no physical impacts associated with the provision of fire protection services would occur.

Schools: No Impact. The City of Commerce is serviced by the Montebello Unified School District (MUSD). Due to the nature of the proposed Project and its foreseeable uses within the M-2 zone, no increase in population or students would occur and no impacts to associated schools are anticipated.

Parks: No Impact. The City's Department of Parks and Recreation operates and manages parks and park programs for the City of Commerce. The Department composition includes a camp in Lake Arrowhead, CA, three commissions, four neighborhood parks, seven community centers, and seventeen divisions. As indicated above, due to the nature of the proposed Project, its proximity to nearby parks, and its foreseeable uses within the M-2 zone, no impacts to associated parks are anticipated.

Other Public Facilities: No Impact. No new government services will be needed to implement the Project.



3.4.16 Recreation

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The proposed Project would not result in an increase in resident population in the City and would not increase the demand for park facilities. Therefore, no impact would occur.

b) *Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The proposed Project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, no impacts would occur.

**3.4.17 Transportation**

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

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

Potentially Significant Impact. Implementation of the Project would result in construction and operation of a 292,029-sf warehouse and office building, which represents a net increase of 42,450 sf beyond existing conditions. The Project has the potential to result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies. A transportation analysis will be prepared to address the Project's consistency with circulation-related programs, plans, and policies. This issue will be evaluated further in the EIR.

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

Potentially Significant Impact. Vehicle miles traveled (VMT) is an indicator of the travel levels on the roadway system by motor vehicles. It corresponds to the number of vehicles multiplied by the distance traveled in a given period over a geographical area. In other words, VMT is a function of (1) number of daily trips and (2) the average trip length (VMT= daily trips x average trip length). The Project has the potential to increase vehicle trips and resulting VMT. A VMT analysis will be prepared to determine whether the Project would result in a significant increase in VMT. This issue will be evaluated further in the EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. An access study will be prepared to evaluate truck turning movements and automobile access. The study will evaluate the safe movement of trucks and automobiles to ensure that the Project design would not result in any potentially hazardous traffic conditions. This issue will be evaluated further in the EIR.



d) Would the Project result in inadequate emergency access?

Less than Significant Impact. To address fire and emergency access needs, the proposed Project includes a 28-foot wide fire lane that circulates the inside perimeter of the site with two access points on Slauson Avenue and Greenwood Street. Future development would be required to incorporate all applicable design and safety requirements from the most current adopted fire codes, building codes and nationally recognized fire and life safety standards of the City and Los Angeles County Fire Departments, including Municipal Code Chapter 16.04, which incorporates the provisions of Title 32 of the Los Angeles County Fire Code (2017 Edition) and the 2016 California Fire Code. The City and County would be responsible for reviewing Project compliance with related codes and standards prior to issuance of building permits. Review from the City’s Department of Public Works would also be required for building plan check and traffic control plan review.

Additionally, during the building plan check and development review process, the City would coordinate with the Los Angeles County Fire Department to ensure that the necessary fire prevention and emergency response features are incorporated into the proposed Project, and that adequate circulation and access (e.g., adequate turning radii for fire trucks) is provided in the traffic and circulation components of the proposed Project. Thus, impacts on emergency access would be less than significant.

3.4.18 Tribal Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 defines 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				
a) <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)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a) 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)?

Potentially Significant Impact. In accordance with AB 52, the City of Commerce is required to send notifications of the proposed Project to Native American tribes with possible traditional or cultural affiliation to the area and will consult with interested tribes regarding the Project's potential to affect a tribal cultural resource. The results of the Native American consultation shall be disclosed in the EIR, which shall evaluate the Project's potential to cause a substantial adverse change to tribal cultural resources that are 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).

b) 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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Potentially Significant Impact. This topic will be discussed in the EIR, as explained above in Section 3.4.18(a).

3.4.19 Utilities and Service Systems

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *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. The Project site is currently developed with six structures totaling 249,579 sf, which are currently served by existing water, wastewater, and stormwater drainage infrastructure, as well as other dry utilities. Redevelopment of the site would result in the demolition of these structures and construction of a 292,029-sf warehouse and office building, resulting in a net increase of 42,450 sf building space. The increase in building square footage on site would not generate a substantial increase in water and energy demands or wastewater generation. The Project would not require the construction of new or expanded service system facilities that could cause environmental effects. Impacts are less than significant.

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 Project would be served with potable water from the Central Basin Municipal Water District (CBMWD). CBMWD conducts water planning based on forecast population growth, which is based on growth assumed in cities' general plans. Accordingly, the increase in employment resulting from the Project would not be considered substantial in consideration of anticipated growth.

A net increase of 42,450 sf of warehouse and office use as a result of the Project would be consistent with Citywide growth and buildout projections assumed in the 2020 Central Basin Municipal Water District Urban Water Management Plan (UWMP). Therefore, the Project's demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the UWMP. Thus, it is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. Additionally, the Project would be required to implement a water conservation strategy and demonstrate a minimum 20 percent reduction in indoor water usage when compared to baseline water demand (total expected water demand without implementation of the water conservation strategy). Therefore, impacts related to the availability of adequate water supplies to serve the Project from existing entitlements and reasonably foreseeable future development during normal, dry and multiple dry years 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. The County Sanitation Districts maintain and operate the sewer system in the City of Commerce. The Project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. As stated previously, the proposed Project would result in a net increase in building square footage (42,450 sf). The associated increase in wastewater generation would have a negligible effect on the wastewater treatment provider. Impacts are less than significant.

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. Solid waste generated during the operation of the Project is anticipated to be collected by Republic Services, Inc. or other private waste hauler and is anticipated to be hauled to Sunshine Canyon Landfill. Sunshine Canyon Landfill is permitted to receive 12,100 tons of solid waste per day and accepts approximately 8,300 tons of waste daily. The net 42,450 net increase in building sf would result in a slight increase in solid waste generation. However, even at buildout, the Project is estimated to generate approximately 1.42 pounds per 100 sf per day (Cal Recycle, 2017), resulting in 4,147 pounds per day or 2.07 tons per day. The Project's increase in solid waste is well within the landfills remaining permitted capacity and is not anticipated to exceed the existing capacity.

In compliance with Assembly Bill (AB) 939, the Project Applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the Sunshine Canyon Landfill. In addition, the City of Commerce Solid Waste Integrated Resources Plan provides a series of policies, programs, and facilities required to reach the City's goal of 90 percent diversion by 2025. Since the Project would not result in a significant increase in solid waste generation, it would not result in the impairment of attaining solid waste reduction goals. Therefore, the solid waste impacts resulting from implementation of the Project would be less than significant.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less than Significant Impact. The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.



- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.
- AB 341 (Chapter 476, Statutes of 2011) requires that all “commercial” generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The Project would be required to adhere to the provisions outlined in Chapter 6.19 (Construction and Demolition Debris Diversion) of the City’s Municipal Code. The chapter requires applicable projects to prepare and implement a construction and demolition waste management plan that includes the estimated volume or weight of waste generated, maximum volume that can be diverted via reuse or recycle, the facility where the waste would be collected and received, and estimated volume or weight that would be landfilled. Additionally, the Project would be required to comply with the provisions of the 2019 Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. The proposed Project would be required to comply with all applicable laws and regulations governing solid waste, and impact would be less than significant.

3.4.20 Wildfire

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



- a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***
- b) ***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?***
- c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***
- d) ***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. The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within City boundaries or in federal ownership; therefore, the Project site is not within an SRA. Furthermore, the City of Commerce General Plan does not identify any high fire severity zones within the City, including the Project site. Similarly, the California Department of Forestry and Fire Protection (CalFire) does not designate the Project site as being located within a SRA. Accordingly, no impacts related to wildfire would occur and mitigation is not required.

**3.4.21 Mandatory Findings of Significance**

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?

Potentially Significant Impact. The Project site is in a highly urbanized area of the City that is already developed with industrial uses. As stated in Section 3.4.4, potentially significant biological impacts are not anticipated because the Project site is developed and there are no rare or endangered plants or animal species within the Project site. However, development has the potential to impact important examples of California history or prehistory. The EIR will analyze these topics in greater detail to determine whether the Project would generate any significant impacts.



b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Potentially significant impacts are identified in this Initial Study related to air quality, cultural resources, geology and soils (paleontology), greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. Cumulative impacts for these environmental topics will be addressed in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Development of the proposed Project could create direct and indirect adverse effects on humans. The proposed Project has the potential to affect human beings through impacts related to air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation. The significance of these potential impacts will be analyzed in the EIR.



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