Initial Study

7400 Slauson Avenue Project

CEQA Lead Agency:

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

Project Applicant:

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

CEQA Consultant:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

April 2022

TABLE OF CONTENTS

Section Number/Title **Page**

LIST OF FIGURES

Figure Number/Title **Page**

LIST OF TABLES

Table Number/Title **Page**

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

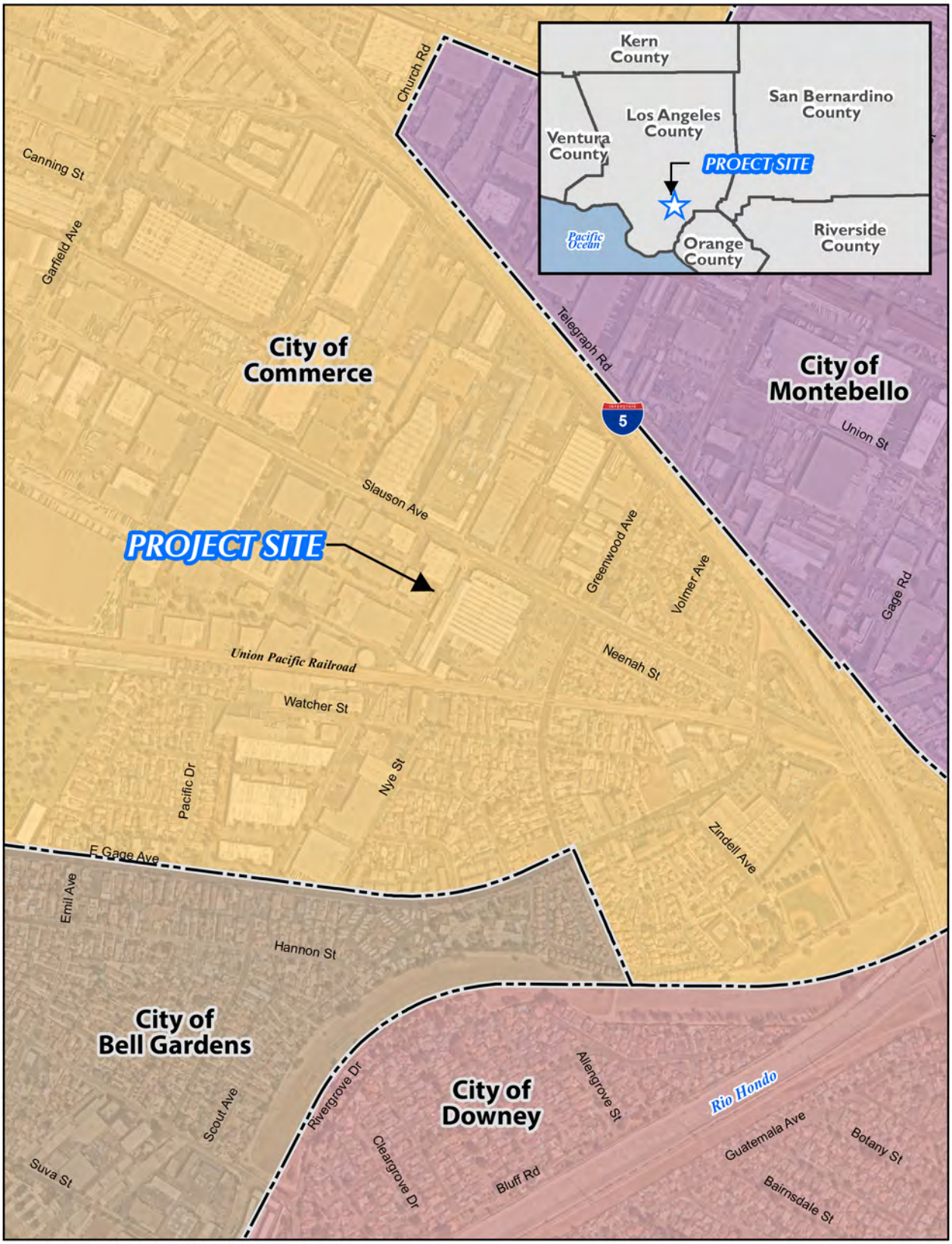
CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, 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

0 225 450 900 Feet

Regional and Vicinity Map

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

Figure 2-2

0 75 150 300
Feet

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).

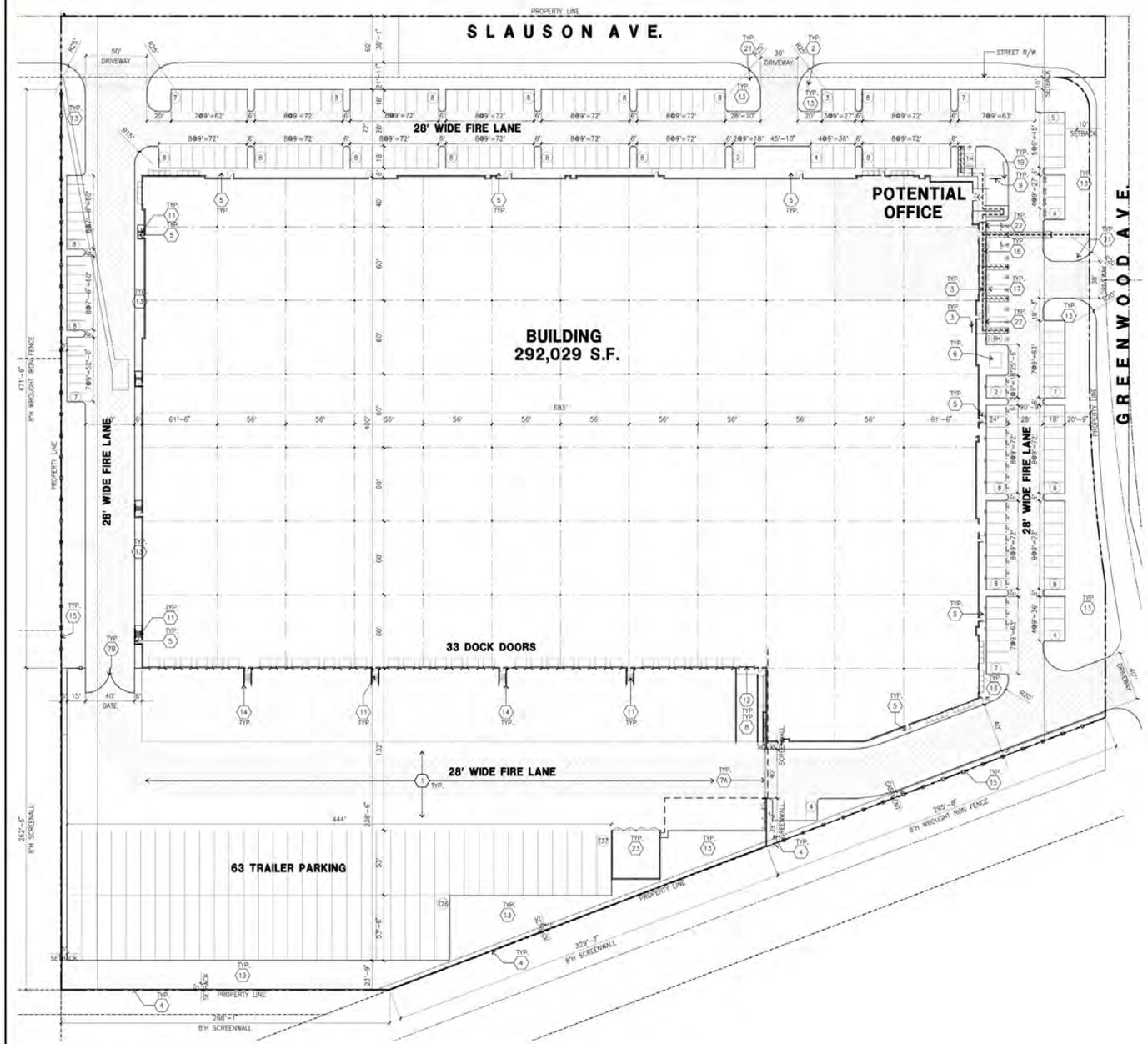
Permitted uses within M-2 zones are outlined in Table 19.11.030A of the City of Commerce Municipal Code and include Manufacturing, Trucking and Warehousing, and various other uses.

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



SITE PLAN GENERAL NOTES

- CONCRETE PAVING – RE: CIVIL DRAWINGS THICKNESS
- STANDARD PARKING STALL 9'–0" X 18'
- ACCESSIBLE PARKING STALL, 9' X 18 + 5' W ACCESSIBLE AISLE
- VAN ACCESSIBLE 12' X 18' + 5' W ACCESSIBLE AISLE
- CLEAN AIR VANPOOL/EV
- LIGHTING FIXTURE
- 26' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT
- LANDSCAPE
- PROPERTY LINE
- ACCESSIBILITY PATH OF TRAVEL

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 ithin 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' adjoine residential zone		15' adjoin residential zone
otherw ise none		5' along w all on PL

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

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

Not to Scale

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."

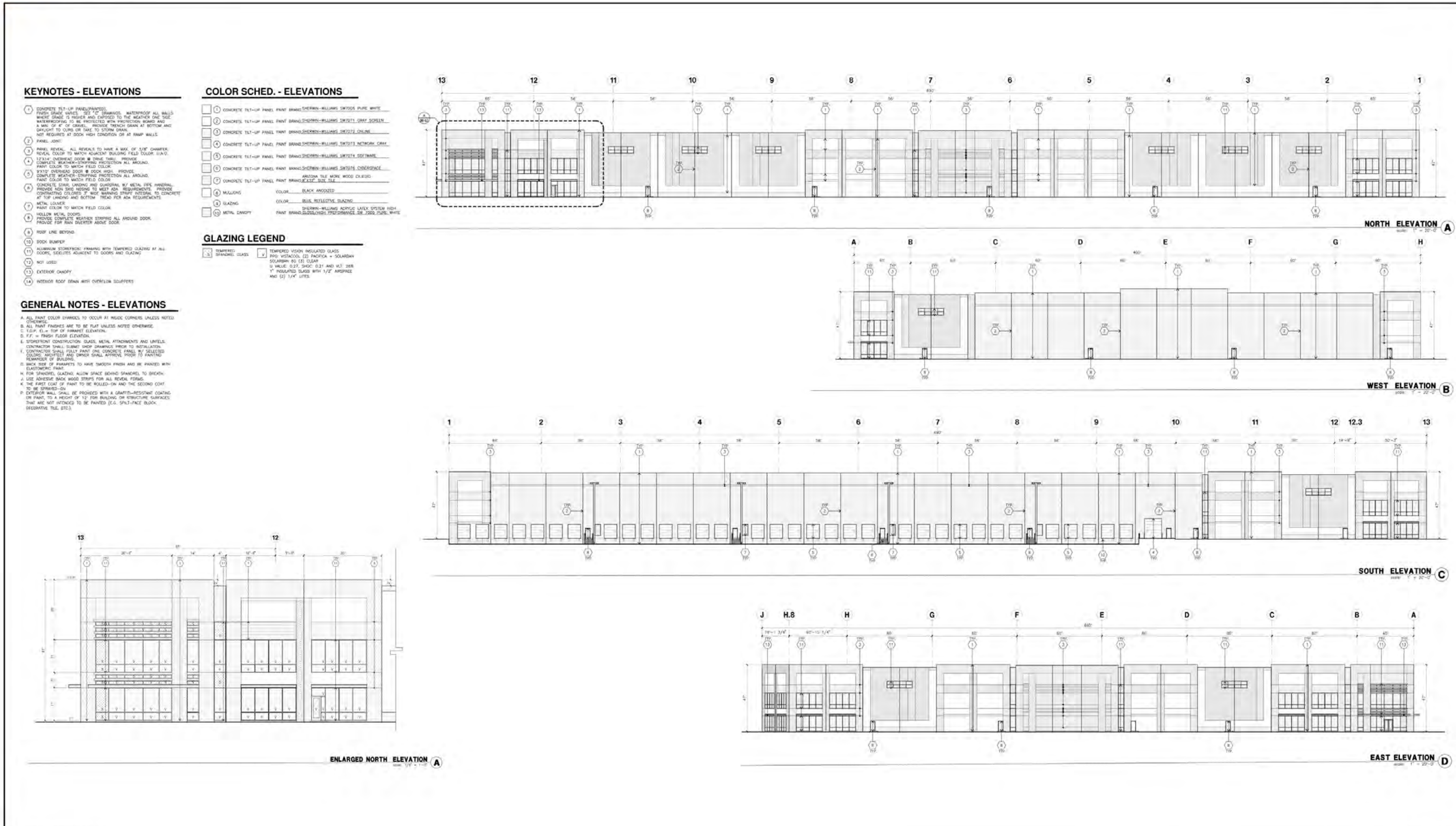
2.5.3 Circulation and Parking

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.

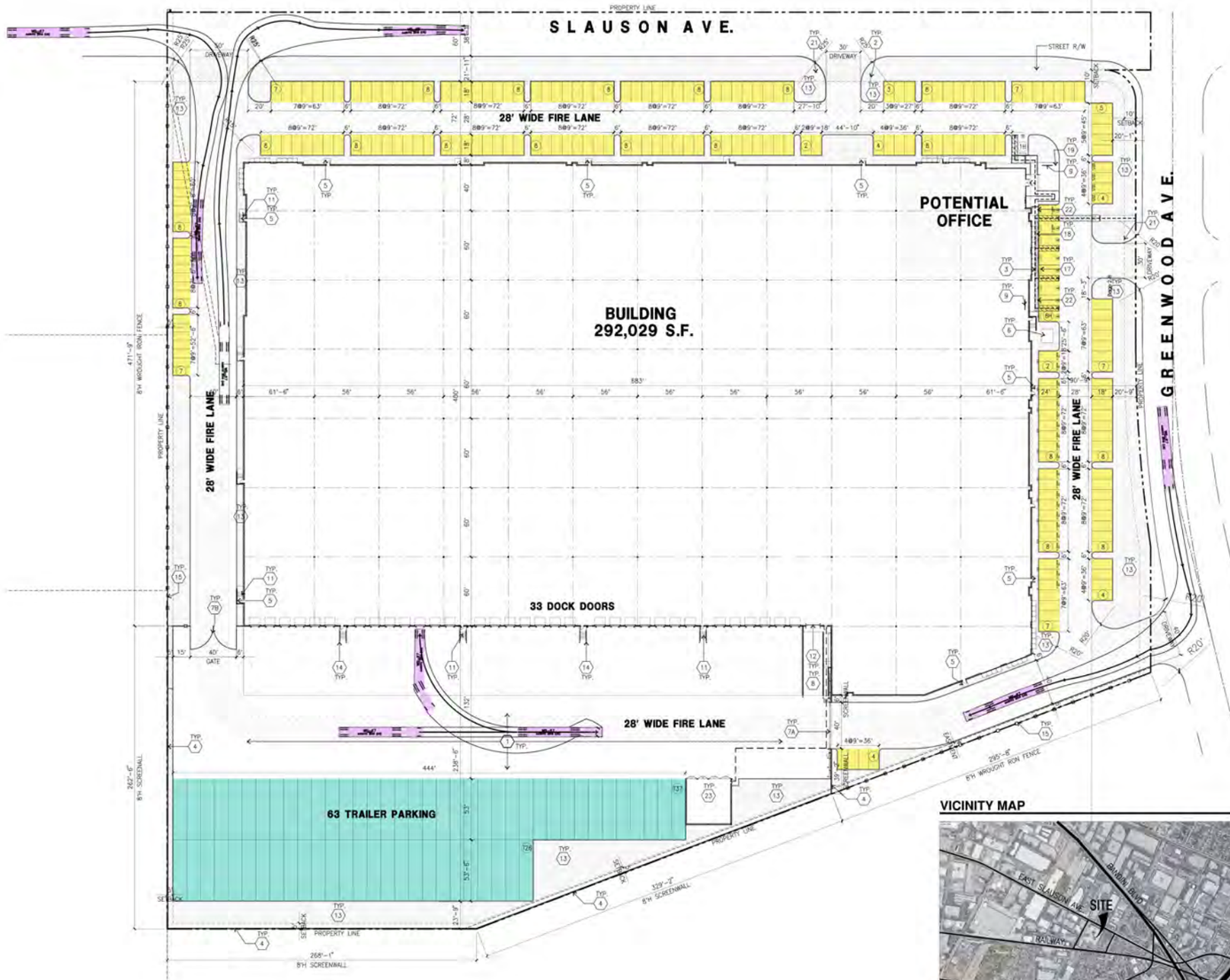


Source(s): HPA (06-23-2021)

Figure 2-4

Not to Scale

Building Elevations



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.
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TOTAL	292,029 s.f.
F.A.R.	0.48
BUILDING HEIGHT	40' Clear
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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 ithin 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' adjoine residential zone	15' adjoin residential zone
	otherw ise none	5' along w all on PL

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

VICINITY MAP

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

Figure 2-5

Not to Scale

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
	Acca 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. 'Wheelen' Wheeler's Dwarf	5 Gal	0	M	
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	0	M	Hedge
	Rhaphiolepis i. '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	
	Dasylerion wheeleri Desert Spoon	5 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

GROUNDCOVER

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	
	Trachelopspermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	

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

Not to Scale

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.

☐ Aesthetics	☒ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☐ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology/Soils	☐ Population/Housing	☐ 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.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☐
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☒
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

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) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) 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?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

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 Municpal 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 Municpal 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 year 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
Commercial Highway Zone General Standards	
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.

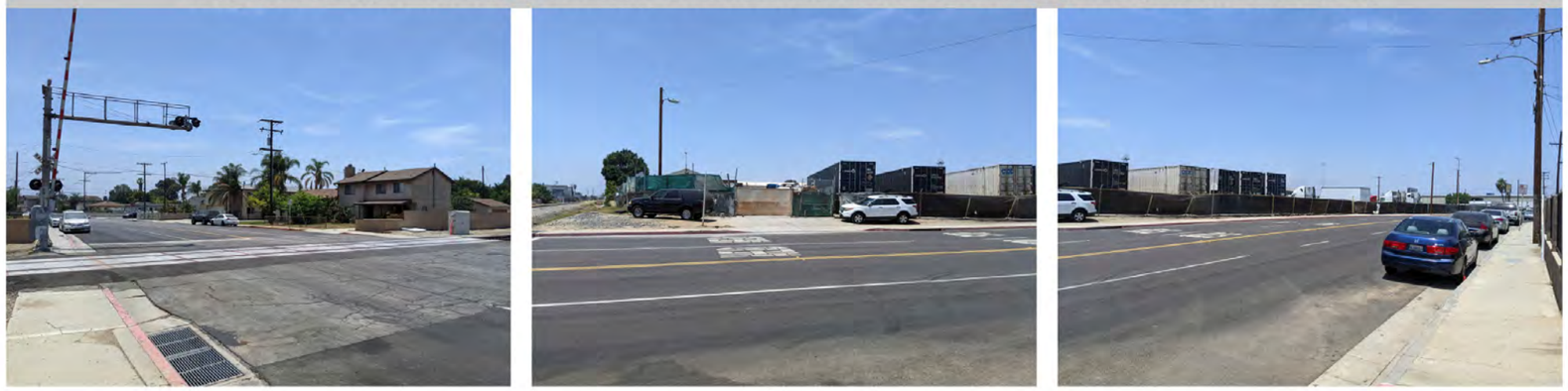
Consistent with Section 19.19.130 of the City's Municipal Code, which establishes general lighting standards, exterior lighting shall not exceed twenty-five feet; and lighting candle power would be the minimum needed to accomplish the purpose of the light; lighting would not flicker and would remain 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.

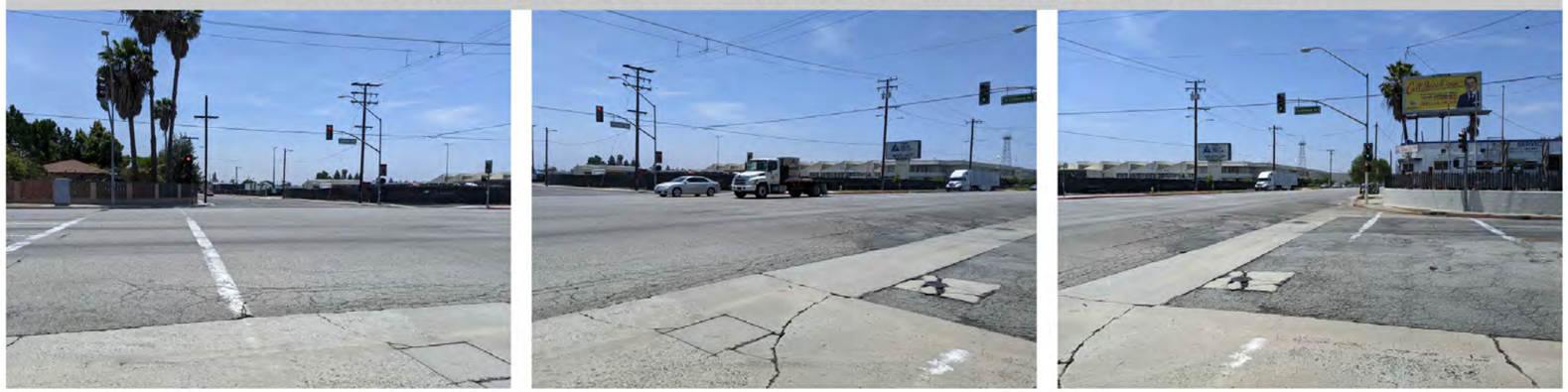
VIEW 1

Southeast of the Project Site, at the intersection of Greenwood Ave. & Southern Pacific Railroad, looking Southwest to Northwest.



VIEW 2

Northeast of the Project Site, at the intersection of Slauson Ave. & Greenwood Ave., looking Southwest to Northwest.



Source(s): Nearmap Imagery (2021)

Key Map

Figure 3-1

Not to Scale

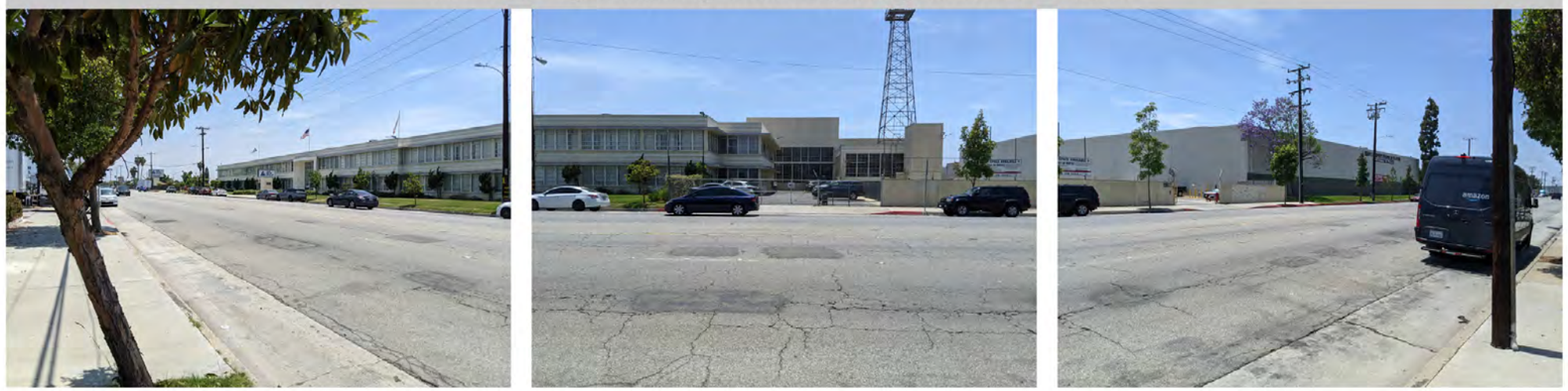
Views of the Project Site and Surrounding Area

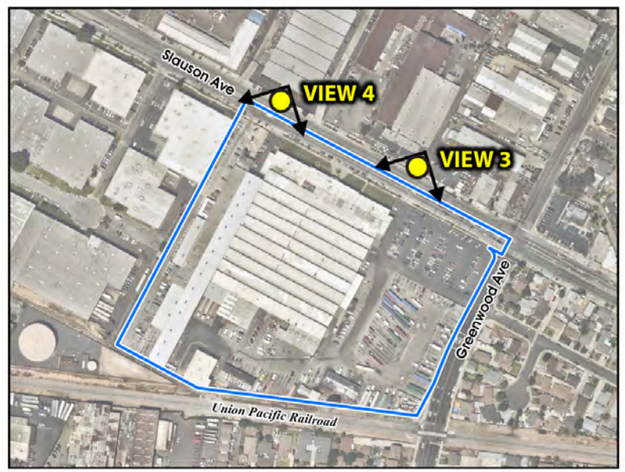
VIEW 3

Northeast of the Project Site, along Slauson Ave., looking Southeast to Southwest.

VIEW 4

North of the Project Site, along Slauson Ave., looking Southeast to Southwest.





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?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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?	☑	☐	☐	☐
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?	☑	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☑	☐	☐	☐

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) 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?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

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 polices 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) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☑	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☑	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

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 patters 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?	☑	☐	☐	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☑	☐	☐	☐

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 Municpal 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) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☑
e) 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?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☑	☐	☐	☐

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

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 (CO_2), nitrogen dioxide (NO_2), and methane (CH_4), 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) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☑	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☑	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) 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?	☑	☐	☐	☐
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?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

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 complied 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) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

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) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

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) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

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) 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?	☑	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☑	☐	☐	☐
c) 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?	☐	☐	☐	☑

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) 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)?	☐	☐	☐	☑
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

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) 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:				
Fire protection?	☐	☐	☐	☑
Police protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

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) 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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?	☑	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☑	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☑	☐	☐	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

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) 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?	☑	☐	☐	☐

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?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
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?	☐	☐	☑	☐
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?	☐	☐	☑	☐

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?	☐	☐	☑	☐

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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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

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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RWQCB, 2014	California Regional Water Quality Control Boards. *Los Angeles Regional Water Quality Control Board*. Accessed January 2022. Retrieved from https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html
SCAQMD, 2017	South Coast Air Quality Management District (SCAQMD). *2016 Air Quality Management Plan.* Accessed January 20202022. Retrieved from http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15
Southern California Geotechnical, 2020	Southern California Geotechnical, *Geotechnical Investigation Proposed Warehouse 7400 Slauson Avenue Commerce, California for Duke Realty.*

5.0 Persons Contributing to this Document

City of Commerce (Lead Agency)
Jose Jimenez, Director of Economic Development and Planning
Ignacio Rincon, Planner
Daniel Hernandez, Director of Public Works

T&B Planning, Inc. (Primary CEQA Consultant)
Nicole Morse, Esq., Principal
Jamie Hamilton, Environmental Compliance Analyst
Cristina Maxey, Graphic Specialist

CITY OF COMMERCE

ECONOMIC DEVELOPMENT AND PLANNING

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE 7400 SLAUSON AVENUE PROJECT

NOTICE IS HEREBY GIVEN that the City of Commerce has a Notice of Preparation of Draft Environmental Impact Report and Public Scoping Meeting for the following described Project.

PROJECT DESCRIPTION: The Project Applicant is processing a Conditional Use Permit, Development Plan and Plot Plan Review to redevelop the Project site with a 292,029 square foot (sf) speculative warehouse/distribution facility with 15,000 sf of office, 33 dock high loading doors, 63 tuck trailer parking stalls, and 224 vehicle parking spaces (see Figure 1, *Site Plan*). Automotive parking would be provided along the western, northern, and eastern boundaries of the Project site. Truck trailer parking would be located along the southern boundary of the Project site. The Project would require demolition of 249,579 sf of existing structures, associated on-site landscaping, and associated on-site 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. Access to the Project site would be provided by two driveways along Slauson Avenue to the north and two driveways along Greenwood Avenue to the east.

PROJECT LOCATION: The Project site encompasses 13.94 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 (see Figure 2, *Vicinity Map* and Figure 3, *Regional Map*). The Project is south of Slauson Avenue, east of Greenwood Avenue, and north of the Pacific Electric Railroad. Local access to the site is provided via Slauson Avenue and Greenwood Avenue. Regional access to the site is provided via Interstate 5 (I-5) approximately 0.26 miles to the northeast and Interstate 710 (I-710) approximately 1.98 miles to the east.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The City of Commerce has determined that an EIR will be prepared for the Project based on its potential to cause environmental effects. This NOP and the accompanying Initial Study evaluated the potential environmental impacts for the proposed Project. The Initial Study further describes the anticipated scope of the environmental analysis for each issue. Based on the information presented in the Initial Study, the following topics will be evaluated in further detail in the EIR:

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

ENVIRONMENTAL FACTORS NOT POTENTIALLY AFFECTED: Based on the Initial Study, the following environmental factors were determined to be less than significant or to have no impact, and will not be further evaluated in the EIR:

- 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

SAID SCOPING MEETING: A virtual scoping meeting will be held via Teleconference during the regularly scheduled Planning Commission Hearing on **April 20, 2022**. The public is encouraged to view and participate in the scoping meeting. Instructions for Teleconference access are provided below:

Call in phone number: (669) 900-9128
Access Code Number: 936 8760 5928
Password: 838914

DOCUMENT AVAILABILITY: This NOP and Initial Study are available for download and viewing on the City's website at: https://www.ci.commerce.ca.us/city-hall/economic-development-and-planning/planning-environmental-documents-for-review.

The EIR will assess the effects of the proposed Project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the Project that may accomplish basic objectives while lessening or eliminating any potentially significant Project-related impacts. A mitigation monitoring and reporting program (MMRP) will also be developed as required by Section 15150 of the CEQA Guidelines. This NOP is subject to a minimum 30-day public review period per Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082. During the public review period, from **April 8, 2022 to May 9, 2022** public agencies, interested organizations, and individuals have the opportunity to comment on the Project and identify those environmental issues that have the potential to be affected by the Project and should be addressed further by the City of Commerce in the EIR.

WRITTEN COMMENTS must be submitted to the City of Commerce by **May 9, 2022** to be timely for consideration in the preparation of the EIR. Please direct your comments by e-mail or U.S. mail to:

Ignacio Rincon, Contract City Planner
2535 Commerce Way,
Commerce, California 90040
(323) 722-4805 Ext. 2294
E-Mail: irincon@ci.commerce.ca.us
Hours: Monday – Thursday 8am to 6pm

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 17, 2020, Governor Newsom issued Executive Order N-29-20 (superseding the Brown Act-related provisions of Executive Order N-25-20 issued on March 12, 2020), which allows a local legislative body to hold public meetings via teleconferencing and to make

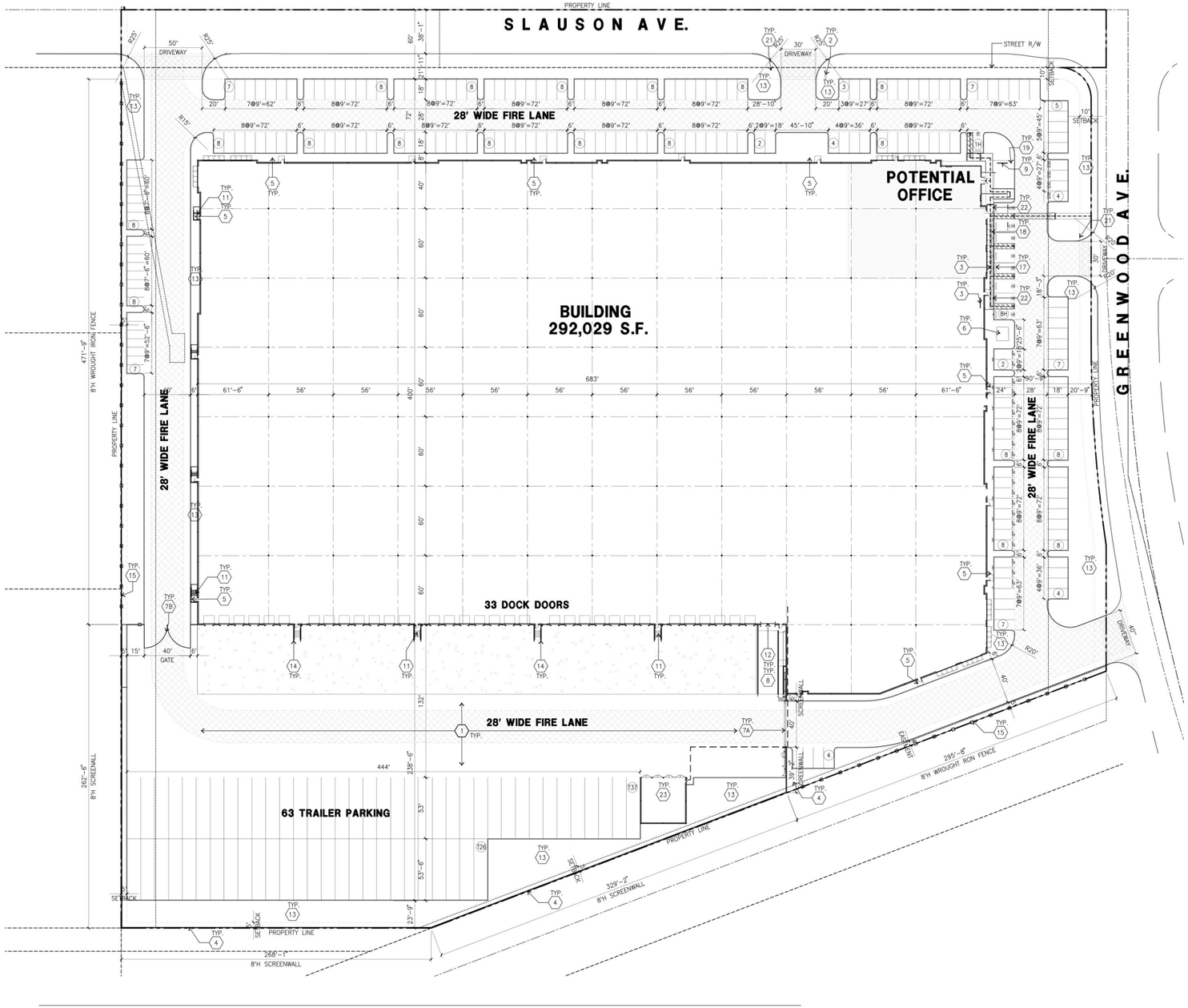
public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body.

Pursuant to Executive Order N-29-20, please be advised that members of the Commerce City Planning Commission will participate in meetings telephonically. Further, in the interest of maintaining appropriate social distancing, and restricting gatherings of over ten (10) people, due to the health risks associated with COVID-19 pursuant to Federal, State and County orders, directives and/or guidelines, this meeting is closed to the public and will instead be streamed live, accessible at www.ci.commerce.ca.us Members of the public may participate by calling in to the number provided herein.

Per Government Code Section 65009, if you challenge the above-listed item in court, you may be limited to raising only those issues you or someone else raised at the public scoping meeting and during the comment period described in this notice in written correspondence delivered to the city office, at, or prior to, the public hearing.

CITY OF COMMERCE
Ignacio Rincon

(Publish date: Los Cerritos News, April 8, 2022)



SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. FUTURE MONUMENT SIGN
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. 8'H CONCRETE SCREEN WALL
5. 5'-4"X5'-6"X 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS. TO LANDSCAPED AREAS, FINISH TO BE MEDIUM BROOM FINISH, PROVIDE REC. TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. TRANSFORMERS PER ELECTRICAL DRAWINGS AND SERVICE PROVIDER.
7A. 8'-0" HIGH METAL SLIDING GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. CONTRACTOR TO DESIGN & DETAIL GATES, DRAWINGS AND CALCULATIONS PRIOR TO FABRICATION. PROVIDE CONDUIT FOR FUTURE.
7B. 8'-0" HIGH METAL SWING GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. CONTRACTOR TO DESIGN & DETAIL GATES, DRAWINGS AND CALCULATIONS PRIOR TO FABRICATION. PROVIDE CONDUIT FOR FUTURE.
8. CONCRETE RAMP.
9. MODEL #1602-11 11-SPACE BIKE RACK.
10. FIRE HYDRANT W/ CONC. FILLED STEEL GUARD POST
11. EXTERIOR CONCRETE STAIR.
12. 12'W X 14'H" OVERHEAD DOOR @ DRIVE THRU.
13. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
15. 8'H WROUGHT IRON FENCE
16. NOT USED.
17. PRE-CAST CONC. WHEEL STOP.
18. TRUNCATED DOME.
19. SMOKE AREA
20. 8' METAL TUBULAR FENCE
21. ACCESSIBLE ENTRY SIGN.
22. ACCESSIBLE PARKING STALL SIGN
23. TRASH ENCLOSURE, 40'X40', 1,600 S.F.

SITE PLAN GENERAL NOTES

1. ALL LIGHTING SHALL CONFORM WITH MUNICIPAL STANDARDS.
2. SEE CIVIL AND STRUCTURAL FOR SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. REFER TO CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. REFER TO CIVIL DWGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. REFER TO CIVIL DRAWINGS.
8. CONTRACTOR TO REFER TO CIVIL DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. ALL SIGNAGE SHALL CONFORM WITH THE MUNICIPAL STANDARD.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENT.
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. WALLS SHALL BE TREATED WITH A GRAFFITI-PROOF COATING ON SURFACES THAT ARE NOT INTENDED TO BE PAINTED (E.G., SPLIT-FACE BLOCK WALL, DECORATIVE TILE, COLORED PANELING MATERIAL, ETC.).
18. ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
19. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

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' or thin 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	
16389 sf	
SETBACKS	
Building	Landscape
Front -15'	10' from ROW 5' adjoin street
Side/Rear - 5' adjoine residential zone	15' adjoin residential zone
others=ze 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

PROPERTY OWNER

DUKE REALTY LIMITED PARTNERSHIP
200 SPECTRUM CENTER DRIVE, SUITE 1600
IRVINE, CA 92618
CONTACT: MICHAEL WEBER
TEL: 949-797-7048
EMAIL:MICHAEL.WEBER@DUKEREALTY.COM

ADDRESS OF THE PROPERTY

7400 SLAUSON AVE., COMMERCE, CA 98987

ASSESSOR'S PARCEL NUMBER

6356-016-022

LEGAL DESCRIPTION

FILE NO.: 3020-1029226

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF COMMERCE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 25 OF EAST LAGUNA, IN THE CITY OF COMMERCE , COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP MARKED EXHIBIT "A" AND ATTACHED TO DECREE OF PARTITION IN CASE NO. B-81961 SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF WHICH DECREE IS RECORDED IN BOOK 122 PAGE 162 ET SEQ., OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY LINE OF SAID LOT 25, DISTANT SOUTH 82° 50' 10" EAST 659.86 FEET FROM THE MOST WESTERLY CORNER OF SAID LOT; THENCE NORTH 28° 00' EAST 895.39 FEET TO A POINT IN THE SOUTHWESTERLY LINE OF LOT 28 OF SAID EAST LAGUNA; THENCE SOUTH 62° 00' EAST 851.69 FEET ALONG THE SOUTHWESTERLY LINES OF LOTS 28, 17 AND 26 OF EAST LAGUNA TO THE SOUTHEAST CORNER OF SAID LOT 26; THENCE SOUTH 28° 00' WEST ALONG THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LOT 26, A DISTANCE OF 571.26 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 25; THENCE ALONG SAID SOUTHERLY LINE OF LOT 25, NORTH 82° 50' 10" WEST 911.28 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE PACIFIC ELECTRIC RAILWAY COMPANY, BY DEED RECORDED JULY 27, 1945 IN BOOK 22209 PAGE 114 OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE CITY OF COMMERCE, BY DEED RECORDED JUNE 18, 1975 AS INSTRUMENT NO. 3565 OFFICIAL RECORDS.

ZONING

HEAVY MANUFACTURING (M2)

APPLICANT

DUKE REALTY LIMITED PARTNERSHIP
200 SPECTRUM CENTER DRIVE, SUITE 1600
IRVINE, CA 92618
CONTACT: MICHAEL WEBER
TEL: 804-691-7793
EMAIL:MICHAEL.WEBER@DUKEREALTY.COM

APPLICANT'S RESPRESENTATIVE

HPA INC.
18831 BARDEEN AVE., SUITE 100
IRVINE, CA 92612
CONTACT: STEVE HONG
TEL: 949-862-2132

WASTE STORAGE CALCULATION

BUILDING AREA: 296,675 S.F.

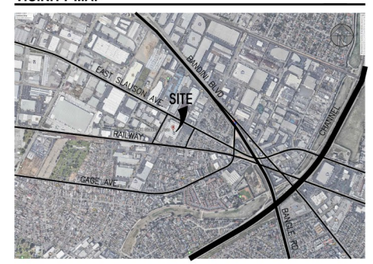
FIRST 20,000 S.F.
(10 S.F. FOR EACH 1,000 S.F.): 200 S.F.
ABOVE 20,000 S.F.
(5 S.F. FOR EACH 1,000 S.F.): 1,384 S.F.
TOTAL WASTE STORAGE AREA REQUIRED: 1,584 S.F.

WASTE STORAGE AREA PROVIDED: 1,600 S.F.

SITE PLAN GENERAL NOTES

- CONCRETE PAVING – RE: CIVIL DRAWINGS THICKNESS
- STANDARD PARKING STALL 9'-0" X 18'
- ACCESSIBLE PARKING STALL, 9' X 18' + 5' W ACCESSIBLE AISLE
- VAN ACCESSIBLE 12' X 18' + 5' W ACCESSIBLE AISLE
- CLEAN AIR VANPOOL/EV
- LIGHTING FIXTURE
- 26' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT
- LANDSCAPE
- PROPERTY LINE
- ACCESSIBILITY PATH OF TRAVEL

VICINITY MAP

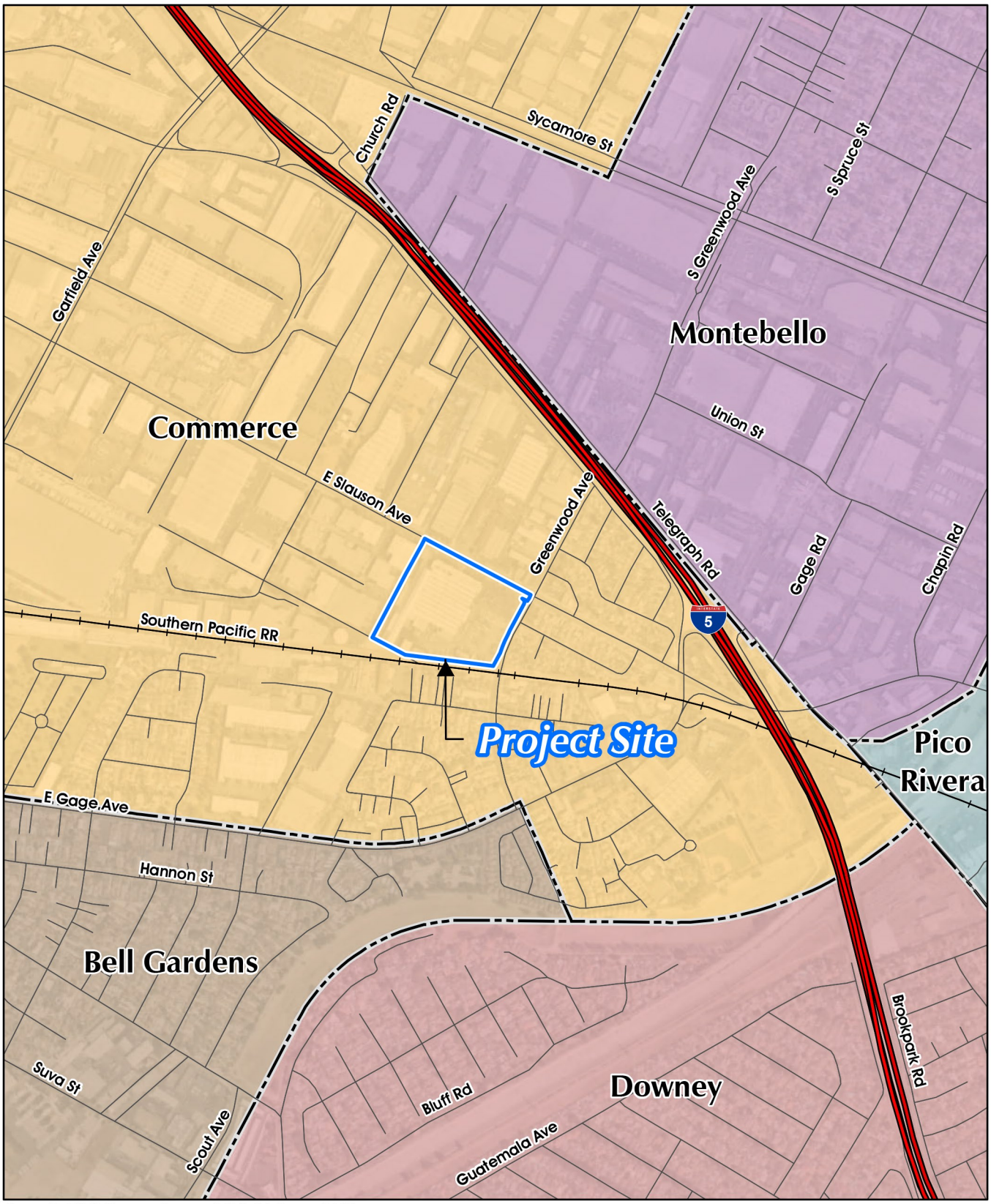


Source(s): HPA (05-26-2021)

Figure 1

Not to Scale

Site Plan

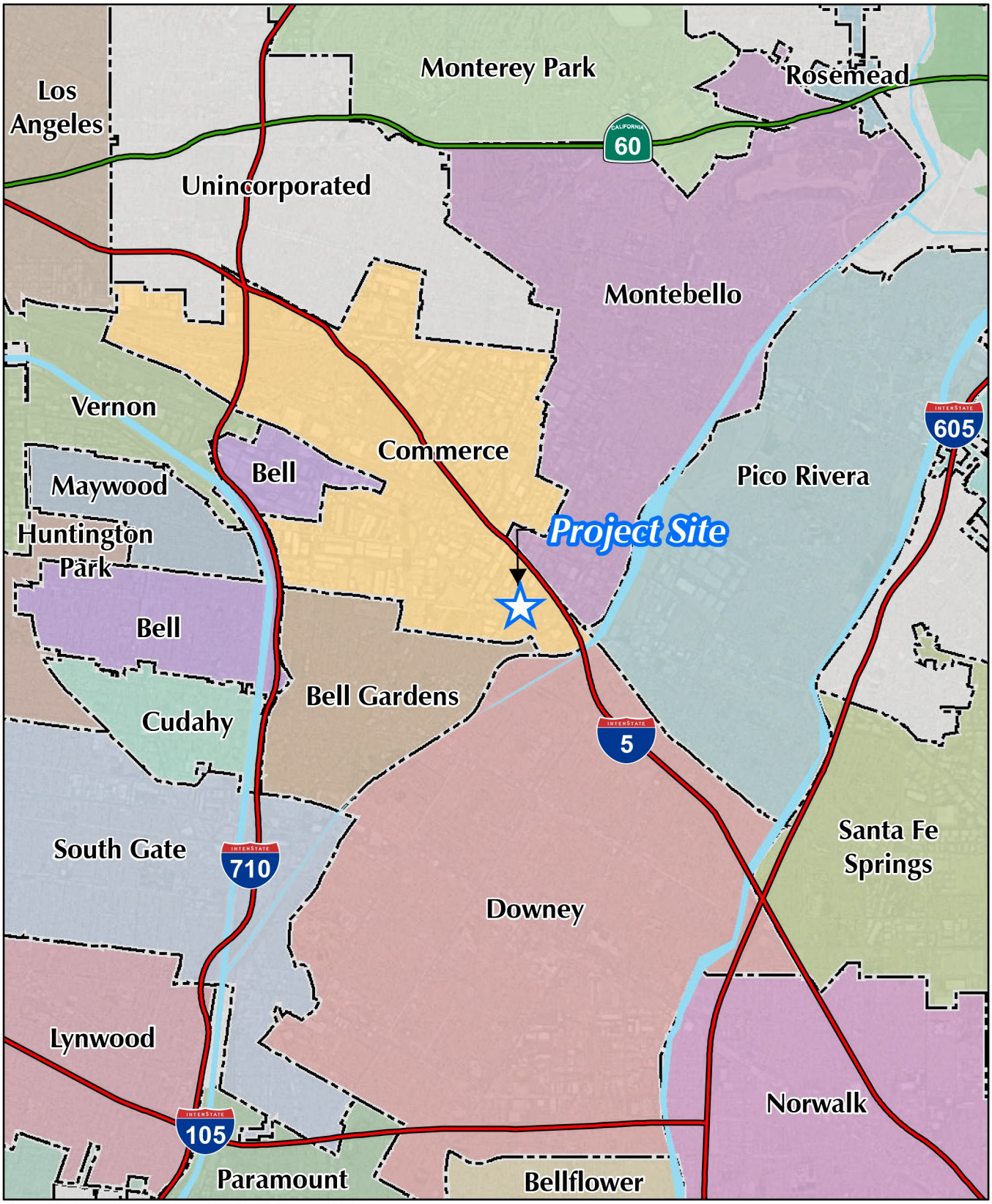


Source(s): ESRI, Nearmap Imagery (2021), LA County (2019)

0 250 500 1,000 Feet

Figure 2

Vicinity Map



Source(s): ESRI, Nearmap Imagery (2021), LA County (2019)

0 0.3 0.6 1.2 Miles

Figure 3

Regional Map

05/09/2022

VIA EMAIL ONLY

Ignacio Rincon, Contract City Planner
Department of Economic Development and Planning
2535 Commerce Way, Commerce, CA 90040
E-Mail: irincon@ci.commerce.ca.us

RE: NOP Comments for 7400 Slauson Avenue Project

Dear Mr. Rincon,

On behalf of Coalition for Responsible Equitable Economic Development (CREED LA) thank you for the opportunity to provide comments on the Notice of Preparation ("NOP") for environmental review of the 7400 Slauson Avenue Project (the "Project").

The proposed Project consists of a 292,029 square foot (sf) speculative warehouse/distribution facility with 15,000 sf of office, 33 dock high loading doors, 63 tuck trailer parking stalls, and 224 vehicle parking spaces. The Project requires approval for a Conditional Use Permit, Development Plan and Plot Plan Review.

The NOP identifies the Project's potentially significant impacts under CEQA to include Air Quality, Cultural Resources, Energy, Geology and Soils (Paleontological), Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources. CREED LA respectfully requests, under CEQA complete analysis of these impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives to the Project.

I. Background on CEQA EIRs

CEQA advances three related purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Regs. ("Guidelines") § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects

not only the environment but also informed self-government.'" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring implementation of "environmentally superior" alternatives and all feasible mitigation measures. Guidelines § 15002(a)(2) and (3); *Citizens of Goleta Valley*, 52 Cal.3d at 564. If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." Pub. Res. Code § 21081; Guidelines § 15092(b)(2)(A) and (B).

Third, CEQA compels disclosing "to the public the rationale for governmental approval of a project that may significantly impact the environment." *California Building Industry Assn. v. Bay Area Air Quality Management Dist*. (2015) 62 Cal.4th 369, 382.

Although the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs*. (2001) 91 Cal.App.4th 1344, 1355 (quoting *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal*., 47 Cal.3d 376, 409 n. 12 (1988)). Substantial evidence in the record must support any foundational assumptions used for the impact analyses in the EIR. *Citizens of Goleta Valley*, 52 Cal.3d at 568 (EIR must contain facts and analysis, not just bare conclusions); *Laurel Heights*, 47 Cal.3d at 392-93 (agency's conclusions must be supported with substantial evidence).

II. General Comments

i) Air Quality & Public Health: CREED LA has a particular interest in air quality and public health. Estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health.

The Project would be exclusively truck-served and operate 24-hours a day, 7 days a week in day and night shifts and there are nearby residences. In addition, if the facility would be a last-mile fulfillment center, we can reasonably expect high frequency high impact truck traffic. This is particularly important because of the adverse impact of logistics facilities on community health including carbon dioxide emissions caused by transportation, storage, and material handling processes in warehouses.[1] Warehouse operations including trips by heavy duty trucks and cargo handling equipment contribute to local pollution and expose sensitive receptors to diesel exhaust emissions that would result in a significant cancer risk.

Therefore, the DEIR must include a Health Risk Assessment. We must not ignore the unjust consequences of toxic pollution on surrounding communities and workers.

[1] For example, https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf

ii) Unspecified Industrial Use: An incomplete project description can lead to masking potentially significant impacts. Although the tenant or planned operations maybe unknown at this stage of development, the DEIR should reflect a good faith effort at full disclosure by including as much information on the nature of operations as can be reasonably obtained. If such information is unavailable, the DEIR must consider all reasonably foreseeable uses including higher intensity uses such as cold storage and subsequent potential use of transportation refrigeration units (TRUs) during Project operation. This is important because different types of high cube warehouses have different levels of environmental impacts.

iii) Mitigation measures: Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction and operations be zero emission, near-zero emissions or alternative-fueled vehicle would both reduce and/or eliminate air pollution impacts and CO2 emissions.

Mitigation measures can also include requirements to install cool roofs to reduce operational energy demand and solar canopies on the 224-vehicle parking lot to generate energy, electrification of loading docks, and measures to reduce urban heat island effect impacts.

To partly address air quality and public health concerns, the City should consider imposing a mitigation measure to require large drought-tolerant trees as a buffer between the residences and the massive industrial warehouse.

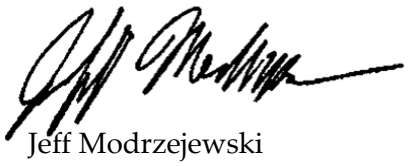
iv) Full Disclosure: Provide all sources and referenced materials when the DEIR is made available.

III. Conclusion

Thank you for the opportunity to submit NOP comments. Again, CREED LA respectfully requests under CEQA full analysis of the environmental impacts, feasible mitigation, and reasonable alternatives to the Project.

We look forward to reviewing and commenting on the DEIR.

Sincerely,



Jeff Modrzejewski
Executive Director

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 6, 2022

Ignacio Rincon, Contract City Planner
City of Commerce
2535 Commerce Way
Commerce, CA 90040
Sent by Email: irincon@ci.commerce.ca.us

RE: 7400 Slauson Avenue
Notice of Preparation of Environmental Impact Report (EIR)

Dear Mr. Rincon:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed 7400 Slauson Avenue (Project) located in the City of Commerce (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific detail on the scope and content of environmental information that should be included in the Environmental Impact Report (EIR) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on the Metro bus facilities and services which should be analyzed in the EIR, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.[1]

In addition to the specific comments outlined below, Metro is providing the City and Applicant with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at https://www.metro.net/devreview.

Project Description
The Project includes the redevelopment of a 292,029 square foot speculative warehouse and distribution facility with 15,000 square foot of office.

[1] See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

Recommendations for EIR Scope and Content

Bus Service Adjacency

1. Service: Metro Bus Line 108 operates eastbound on Slauson Avenue, adjacent to the Project. One Metro Bus stop is directly adjacent to the Project at Slauson and Greenwood Avenue. Other transit operators such as Commerce Transportation may provide service in the vicinity of the Project and should be consulted.

2. Impact Analysis: The EIR should analyze potential effects on Metro Bus service and identify mitigation measures as appropriate. Potential impacts may include impacts to transportation services, stops, and temporary or permanent bus service rerouting. Specific types of impacts and recommended mitigation measures to address them include, without limitation, the following:

    a. Bus Stop Condition: The EIR should identify all bus stops on all streets adjacent to the Project site. During construction, the Applicant may either maintain the stop in its current condition and location, or temporarily relocate the stop consistent with the needs of Metro Bus operations. Temporary or permanent modifications to any bus stop as part of the Project, including any surrounding sidewalk area, must be Americans with Disabilities Act (ADA)-compliant and allow passengers with disabilities a clear path of travel between the bus stop and the Project. Once the Project is completed, the Applicant must ensure any existing Metro bus stop affected by the Project is returned to its pre-Project location and condition, unless otherwise directed by Metro.

    b. Driveways: Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.

    c. Bus Stop Enhancements: Metro encourages the installation of enhancements and other amenities that improve safety and comfort for transit riders. These include benches, bus shelters, wayfinding signage, enhanced crosswalks and ADA-compliant ramps, pedestrian lighting, and shade trees in paths of travel to bus stops. The City should consider requesting the installation of such amenities as part of the Project.

    d. Bus Operations Coordination: The Applicant shall coordinate with Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 not later than 30 days before the start of Project construction. Other municipal bus services may also be impacted and shall be included in construction outreach efforts.

Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to the Metro bus stop, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Supportive Planning Toolkit: Metro strongly recommends that the Applicant review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at https://www.metro.net/about/funding-resources/.

2. Land Use: Metro supports development of commercial properties near transit stops and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Applicant to be mindful of the Project's proximity to the bus stop, including orienting pedestrian pathways towards the bus stop.

3. Transit Connections and Access: Metro strongly encourages the Applicant to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should consider requiring the installation of such features as part of the conditions of approval for the Project, including:

    a. Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stop.

    b. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged.

    c. First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

4. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.

5. Wayfinding: Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as Metro Bus or Rail pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.

6. Transit Pass Programs: Metro would like to inform the Applicant of Metro's employer transit pass programs, including the Annual Transit Access Pass (A-TAP), the Employer Pass Program (E-Pass), and Small Employer Pass (SEP) Program. These programs offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. The A-TAP can also be used for residential projects. For more information on these programs, please visit the programs' website at https://www.metro.net/riding/eapp/.

If you have any questions regarding this letter, please contact me by phone at 213.547.4326, by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza
MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,

Shine Ling
Manager, Development Review Team
Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: https://www.metro.net/devreview

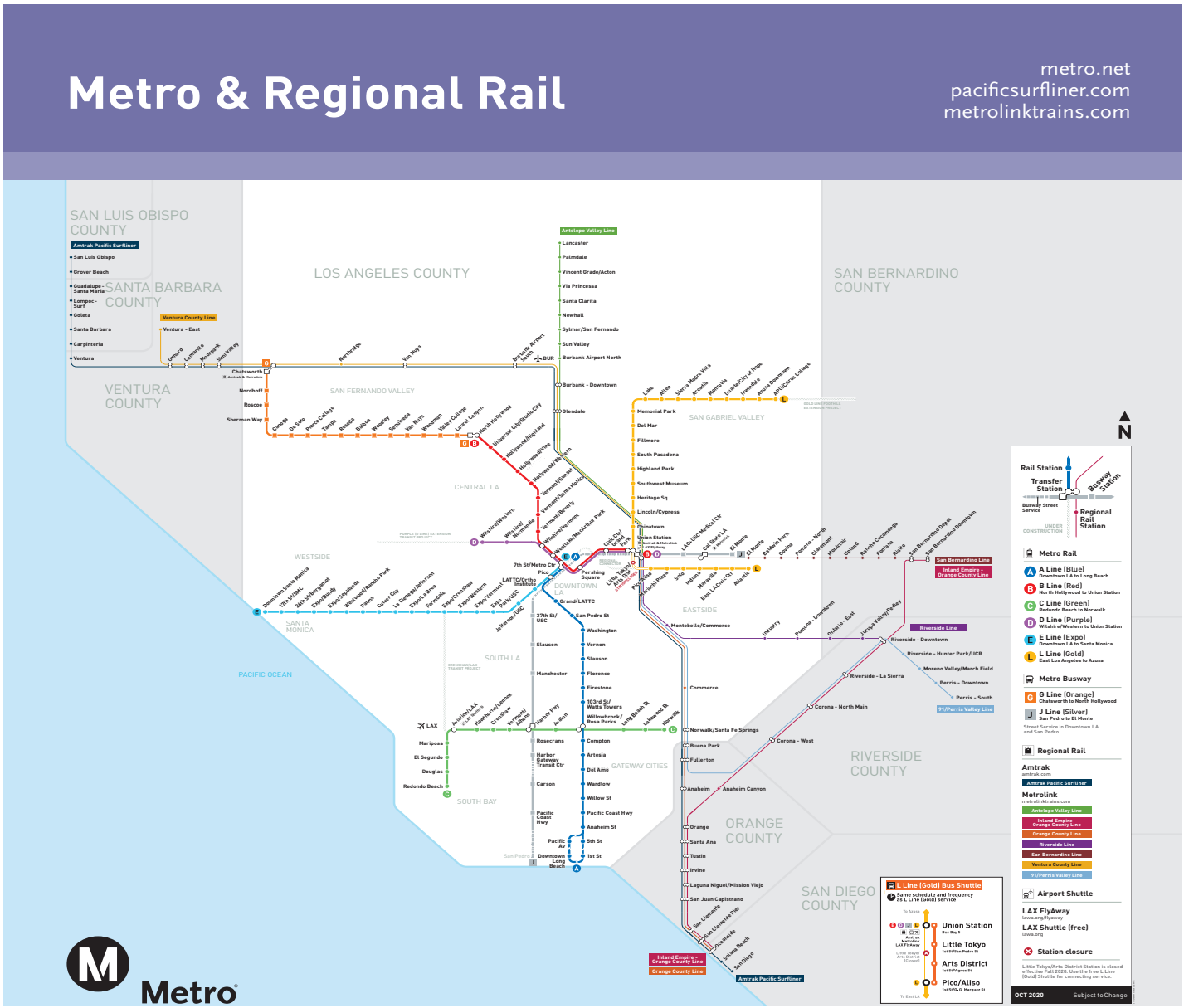
Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

February 2021

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing transit network presents new opportunities to catalyze land use investment and shape livable communities.

Table of Contents

Quick Overview

Purpose of Handbook

The Metro Adjacent Development Handbook (Handbook) is intended to provide information and guide coordination for projects adjacent to, below, or above Metro transit facilities (e.g. right-of-way, stations, bus stops) and services.

Overarching Goal
By providing information and encouraging early coordination, Metro seeks to reduce potential conflicts with transit services and facilities, and identify potential synergies to expand mobility and improve access to transit.

Intended Audience
The Handbook is a resource for multiple stakeholder groups engaged in the development process, including:

- Local jurisdictions who review, entitle, and permit development projects,
- Developers,
- Property owners,
- Architects, engineers, and other technical consultants,
- Builders/contractors,
- Utility companies, and
- other Third Parties.

Handbook Content
The Handbook includes:

- **Introduction** of Metro's Development Review coordination process, common concerns, and typical stages of review.
- **Information** on best practices during three key coordination phases to avoid potential conflicts or create compatibility with the Metro transit system:
  - Planning & Conceptual Design,
  - Engineering & Technical Review, and
  - Construction Safety & Monitoring.
- **Glossary** with definitions for key terms used throughout the Handbook.

RULE OF THUMB: 100 FEET

Metro's Development Review process applies to projects that are within 100 feet of Metro transit facilities.

While the Handbook summarizes key concerns and best practices for adjacency conditions, it does not replace Metro's technical requirements and standards.

Prior to receiving approval for any construction activities adjacent to, above, or below Metro facilities, Third Parties must comply with the Metro Adjacent Construction Design Manual, available on Metro's website.

Contact Us
For questions, contact the Development Review Team:

- Email: devreview@metro.net
- Phone: 213.418.3484
- Online In-take Form: https://jpropublic.metro.net/in-take-form

Additional Information & Resources

- Metro Development & Construction Coordination website: https://www.metro.net/devreview
- Metro GIS/KML ROW Files: https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data
- Metrolink Standards and Procedures: https://www.metrolinktrains.com/about/agency/engineering--construction

Metro will continue to revise the Handbook, as needed, to reflect updates to best practices in safety, operations, and transit-supportive development.

Background

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail, bus, and other mobility services (e.g. bikeshare, microtransit) throughout Los Angeles County (LA County). On average, Metro moves 1.3 million people each day on buses and trains. With funding from the passage of Measure R (2008) and Measure M (2016), the Metro system is expanding. Over the next 40 years, Metro will build over 60 new stations and over 100 miles of transit right-of-way (ROW). New and expanded transit lines will improve mobility across LA County, connecting riders to more destinations and expanding opportunities for development that supports transit ridership. Metro facilities include:

Metro Rail: Metro operates heavy rail (HRT) and light rail (LRT) transit lines in underground tunnels, along streets, off-street in dedicated ROW, and above street level on elevated structures. Heavy rail trains are powered by a "third rail" along the tracks. Light rail vehicles are powered by overhead catenary systems (OCS). To support rail operations, Metro owns and maintains traction power substations (TPSS), maintenance yards, and other infrastructure.

Metrolink/Regional Rail: Metro owns a majority of the ROW within LA County on which the Southern California Regional Rail Authority (SCRRA) operates Metrolink service. Metrolink is a commuter rail system with seven lines that span 388 miles across five counties, including: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metro-owned ROW on which Metrolink operates, and coordinates with Metrolink on any comments or concerns. Metrolink has its own set of standards and processes, see link on page 1.

Metro Bus Rapid Transit (BRT): Metro operates accelerated bus transit, which acts as a hybrid between rail and traditional bus service. Metro BRT may operate in a dedicated travel lane within a street or freeway, or off-street along dedicated ROW. Metro BRT stations may be located on sidewalks within the public right-of-way, along a median in the center of streets, or off-street on Metro-owned property.

Metro Bus: Metro operates 170 bus lines across more than 1,400 square miles in LA County. The fleet serves over 15,000 bus stops with approximately 2,000 buses. Metro operates "Local" and "Rapid" bus service within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions. Metro's NextGen Bus Plan re-envisions bus service across LA County to make service improvements that better serve riders.

Why is Metro interested in adjacent development?

Metro Supports Transit Oriented Communities: Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout LA County. Metro seeks to partner with local, state, and federal jurisdictions, developers, property owners and other stakeholders across LA County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Adjacent Development Leads to Transit Oriented Communities: Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to:

- reduce auto dependency,
- reduce greenhouse gas emissions,
- promote walkable and bikeable communities that accommodate more healthy and active lifestyles,
- improve access to jobs and economic opportunities, and
- create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Opportunity: Acknowledging an unprecedented opportunity to influence how the built environment develops along and around transit and its facilities, Metro has created this document. The Handbook helps ensure compatibility between private development and Metro's transit infrastructure to minimize operational, safety, and maintenance issues. It serves as a crucial first step to encourage early and active collaboration with local stakeholders and identify potential partnerships that leverage Metro initiatives and support TOCs across LA County.

Metro Purview & Concerns

Metro Purview for Review & Coordination

Metro is interested in reviewing development, construction, and utility projects within 100 feet of Metro transit facilities, real estate assets, and ROW – as measured from the edge of the ROW outward – both to ensure the structural safety of existing or planned transit infrastructure and to maximize integration opportunities with adjacent development. The Handbook seeks to:

- Improve communication and coordination between developers, jurisdictions, and Metro.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for riders and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Streamline the review process to be transparent, clear, and efficient.
- Assist in the creation of overall marketable and desirable developments.

Key Audiences for Handbook

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility,
- Developers, property owners,
- Architects, engineers, design consultants,
- Builders/contractors,
- Entitlement consultants,
- Environmental consultants,
- Utility companies, and
- other Third Parties.

Metro Assets & Common Concerns for Adjacent Development

The table on the facing page outlines common concerns for development projects and/or construction activities adjacent to Metro transit facilities and assets. These concerns are discussed in greater detail in the following chapters of the Handbook.

METRO ASSETS	COMMON ADJACENCY CONCERNS
 **UNDERGROUND ROW** Transit operates below ground in tunnels.	• Excavation near tunnels and infrastructure • Clearance from support structures (e.g. tiebacks, shoring, etc) • Coordination with utilities • Clearance from ventilation shafts, surface penetrations (e.g. emergency exits) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement • Storm water drainage
 **AERIAL ROW** Transit operates on elevated guideway, typically supported by columns.	• Excavation near columns and support structures • Column foundations • Clearance from OCS • Overhead protection and crane swings • Setbacks from property line for maintenance activities to occur without entering ROW • Coordination with utilities • Noise reduction (e.g. double-paned windows)
 **AT-GRADE ROW** Transit operates in dedicated ROW at street level; in some cases tracks are separated from adjacent property by fence or wall.	• Pedestrian and bicycle movements and safety • Operator site distance/cone of visibility • Clearance from OCS • Crane swings and overhead protection • Trackbed stability • Storm water drainage • Noise/vibration • Driveways near rail crossings • Setbacks from property line for maintenance activities to occur without entering ROW • Utility coordination
 **BUS STOPS** Metro operates bus service on city streets. Bus stops are located on public sidewalks.	• Lane closures and re-routing service during construction • Temporary relocation of bus stops • Impacts to access to bus stops
 **NON-REVENUE/OPERATIONAL** Metro owns and maintains property to support operations (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride parking lots).	• Excavation and clearance from support structures (e.g. tiebacks, shoring, etc) • Ground movement • Drainage • Utility coordination • Access to property

Metro Coordination Process

Typical Stages of Metro Review and Coordination

Early coordination helps avoid conflicts between construction activities and transit operations and maximizes opportunities to identify synergies between the development project and Metro transit services that are mutually beneficial.

*Phases above may include fees for permits and reimbursement of Metro staff time for review and coordination.

Coordination Goal: Metro encourages developers to consult with the Development Review Team early in the design process to ensure compatibility with transit infrastructure and minimize operational, safety, and maintenance issues with adjacent development. The Development Review team will serve as a case manager to developers and other Third Parties to facilitate the review of plans and construction documents across key Metro departments.

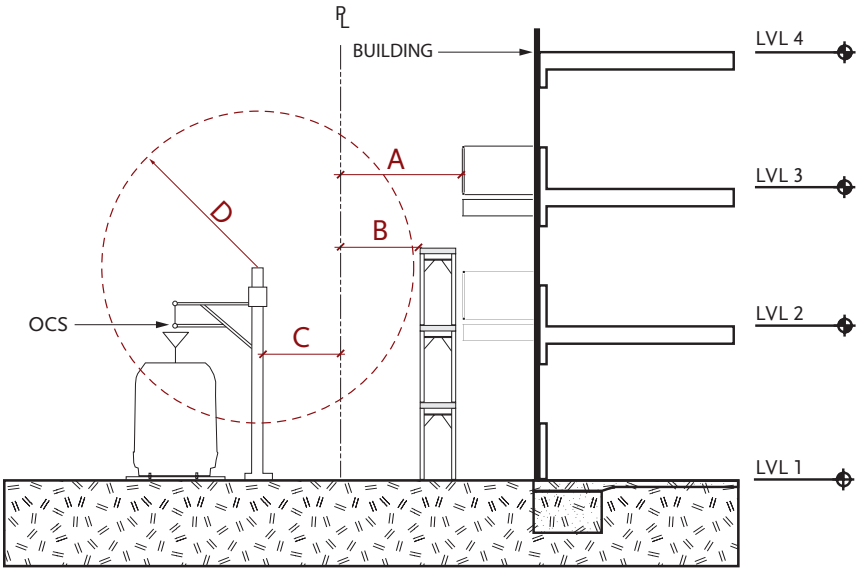
Level of Review: Not all adjacent projects will require significant review and coordination with Metro. The level of review depends on the Project's proximity to Metro, adjacency conditions, and the potential to impact Metro facilities and/or services. For example, development projects that are excavating near Metro ROW or using cranes near transit facilities require a greater level of review and coordination. Where technical review and construction monitoring is needed, Metro charges fees for staff time, as indicated by asterisk in the above diagram.

Permit Clearance: Within the City of Los Angeles, Metro reviews and clears Building & Safety permits for projects within 100 feet of Metro ROW, pursuant to Zoning Information 1117. To ensure timely clearance of these permits, Metro encourages early coordination as noted above.

To begin consultation, submit project information via an online In-Take Form, found on Metro's website. Metro staff will review project information and drawings to screen the project for any potential impacts to transit facilities or services, and determine if require further review and coordination is required. The sample sections on the facing page illustrate adjacency condition information that helps Metro complete project screening.

Contact:
Metro Development Review Team
Website: https://www.metro.net/devreview
Online In-take Form: https://jpropublic.metro.net/in-take-form
Email: devreview@metro.net
Phone: 213.418.3484

Sample Section: Adjacency Conditions



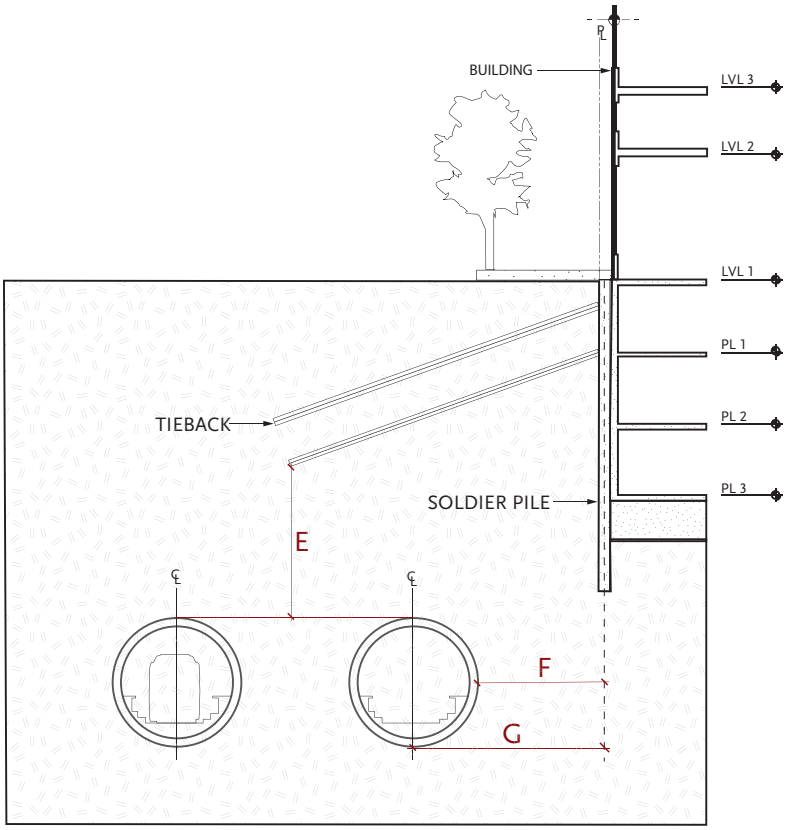
AT-GRADE CONDITION

A. Distance from property line to nearest permanent structure (e.g. building facade, balconies, terraces). Refer to Section 1.3 Building Setback of Handbook.

B. Distance from property line to nearest temporary construction structures (e.g. scaffolding).

C. Distance from property line to nearest Metro facility.

D. Clearance from nearest temporary and/or permanent structure to overhead catenary system (OCS). Refer to Section 1.4, OCS Clearance of Handbook.



BELOW-GRADE CONDITION

E. Vertical distance from top of Metro tunnel to closest temporary and/or permanent structure (e.g. tiebacks, foundation). Refer to Section 2.2, Proximity to Tunnels & Underground Infrastructure of Handbook.

F. Horizontal distance from exterior tunnel wall to nearest structure.

G. Horizontal distance from Metro track centerline to nearest structure.

Best Practices

Best Practices for Developer Coordination

Metro encourages developers of projects adjacent to Metro ROW and/or Real Estate Assets to take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Development & Construction Coordination website and Handbook provide important information for those interested in constructing on, adjacent, over, or under Metro ROW, non-revenue property, or transit facilities. Developers and other Third Parties should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.

2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval. Metro encourages project submittal through the online In-Take Form to begin consultation.

3. **Maintain communication:** Frequent communication with Metro during project design and construction will reinforce relationships and allow for timely project completion. Contact us at devreview@metro.net or at 213.418.3484.

Best Practices for Local Jurisdiction Notification

To improve communication between Metro and the development community, Metro suggests that local jurisdictions take the following steps to notify property owners of coordination needs for properties adjacent to Metro ROW by:

- **Updating GIS and parcel data:** Integrate Metro ROW files into the City/County GIS and/or Google Earth Files for key departments (e.g. Planning, Public Works, Building & Safety) to notify staff of Metro adjacency and need for coordination during development approval process.Download Metro's ROW files here.

- **Flag Parcels:** Create an overlay zone as part of local Specific Plan(s) and/or Zoning Ordinance(s) to tag parcels that are within 100 feet Metro ROW and require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZI-1117)].

- **Provide Resources:** Direct all property owners and developers interested in parcels within 100 feet of Metro ROW to Metro's resources (e.g. website, Handbook).


Metro
Downtown
Santa
Monica
E

Site Plan & Conceptual Design

Site Plan & Conceptual Design

1.1 Supporting Transit Oriented Communities

Transit-oriented communities (TOCs) are places that, by their design, make it more convenient to take transit, walk, bike or roll than to drive. By working closely with the development community and local jurisdictions, Metro seeks to ensure safe construction near Metro facilities and improve compatibility with adjacent development to increase transit ridership.

RECOMMENDATION: Consider site planning and building design strategies to that support transit ridership, such as:

- Leveraging planning policies and development incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Programming a mix of uses to create lively, vibrant places that are active day and night.
- Utilizing Metro policies and programs that support a healthy, sustainable, and welcoming environment around transit service and facilities.
- Prioritizing pedestrian-scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Activating ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Reducing and screening parking to focus on pedestrian activity.
- Incorporating environmental design elements that help reduce crime (e.g. windows and doors that face public spaces, lighting).

The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. This project accommodates portal access into the Metro Rail system and on-street bus facilities.

1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multi-modal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit riders as well as users of the developments.

RECOMMENDATION: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel safe, intuitive, and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.

The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Downtown Santa Monica Station. Photo by PWP Landscape Architecture

1.3 Building Setback

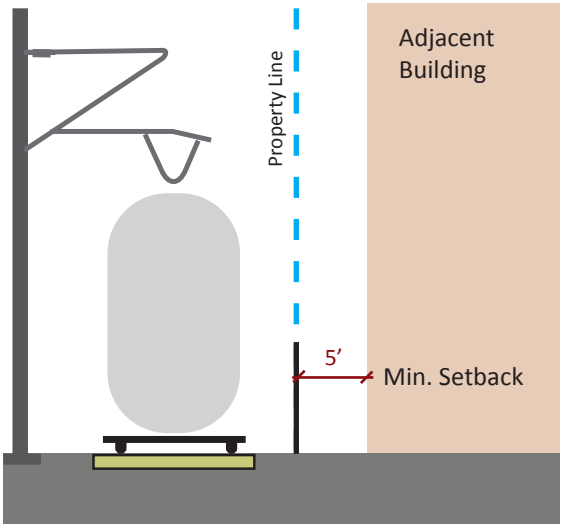
Buildings and structures with a zero lot setback that closely abut Metro ROW can pose concerns to Metro during construction. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

RECOMMENDATION: Include a minimum setback of five (5) feet from the property line to building facade to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro Right of Entry Permit must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Coordination between property owners of fences, walls, and other barriers along property line is recommended. See Section 1.5.

Refer to Section 3.2 – Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



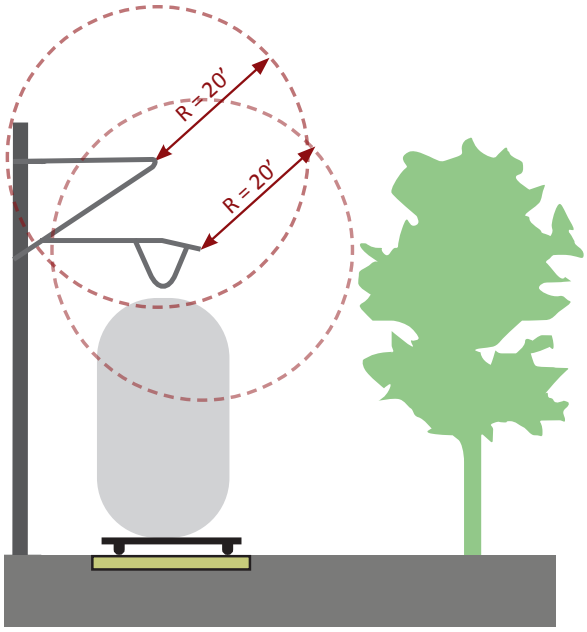
A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged to allow project construction and ongoing maintenance without encroaching on Metro property.

1.4 Overhead Catenary System (OCS) Clearance

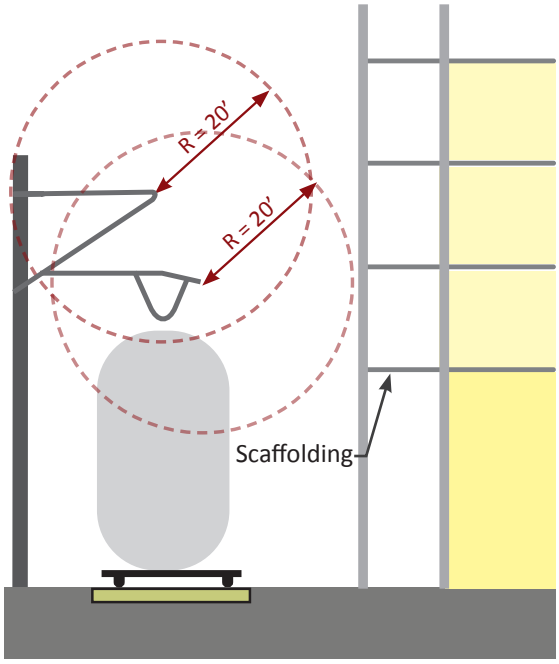
Landscaping and tree canopies can grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains. Building appurtenances facing rail ROW, such as balconies, may also pose safety concerns to Metro operations as objects could fall onto the OCS.

RECOMMENDATION: Design project elements facing the ROW to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Plan for landscape maintenance from private property and prevent growth into Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide building users direct access to Metro ROW.
- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures. If Transmission Power (TP) feeder cable is present, twenty (20) feet from the OCS and support structures is required. Different standards will apply for Metro Trolley Wires, Feeder Cables (wires) and Span Wires.



Adjacent structures and landscaping should be sited and maintained to avoid conflicts with the rail OCS.



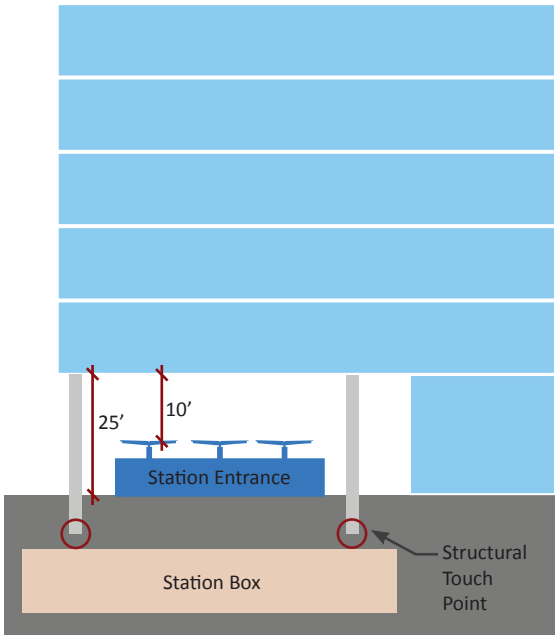
Scaffolding and construction equipment should be staged to avoid conflicts with the rail OCS.

1.5 Underground Station Portal Clearance

Metro encourages transit-oriented development. Where development is planned above station entrances, close coordination is needed for structural safety as well as access for patrons, operations, and maintenance. Below are key design rules of thumb for development planned to cantilever over an entrance to an underground Metro Rail station.

RECOMMENDATION:

1. Preserve 25 feet clearance at minimum from plaza grade and the building structure above.
2. Preserve 10 feet clearance at minimum between portal roof and building structure above.
3. Coordinate structural support system and touchdown points to ensure a safe transfer of the building loads above the station portal.
4. Coordinate placement of structural columns and amenities (e.g. signage, lighting, furnishings) at plaza level to facilitate direct and safe connections for people of all mobile abilities to and from station entrance(s).
5. Develop a maintenance plan for the plaza in coordination with Metro.



Projects that propose to cantilever over Metro subway portals require close coordination with Metro Engineering.

1.6 Shared Barrier Construction & Maintenance

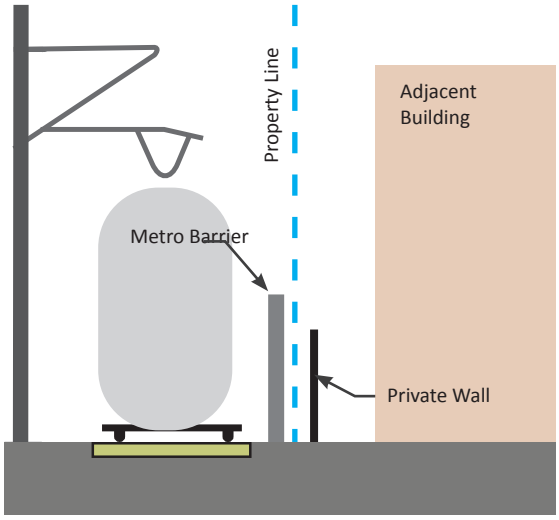
In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

RECOMMENDATION: Coordinate with Metro Real Estate to create a single barrier condition along the ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout LA County, Metro recommends the following, in order of preference:

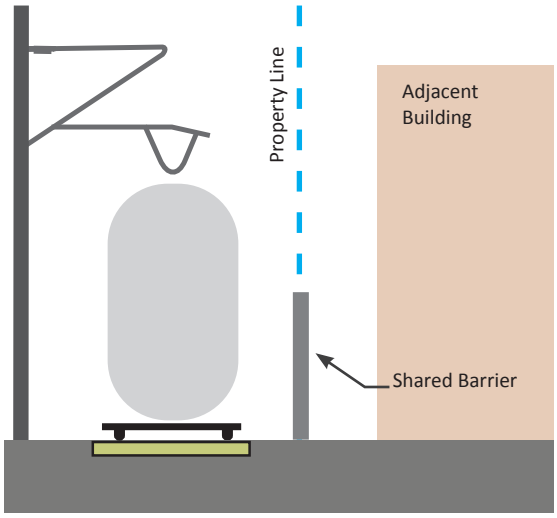
- **Enhance existing Metro barrier:** if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.

- **Replace existing barrier(s):** if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single "shared" barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.

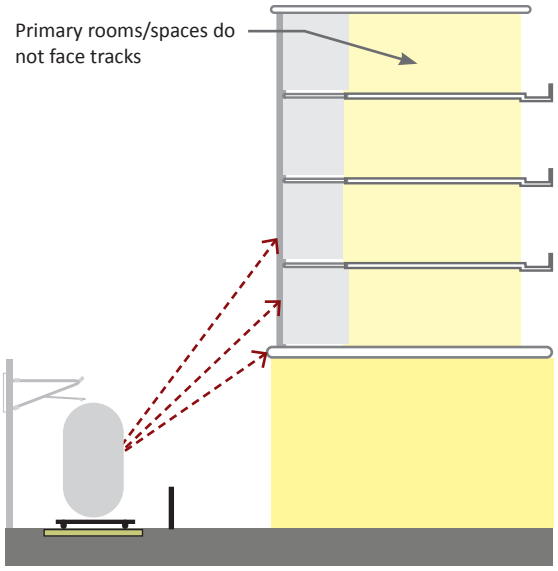
1.7 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, which can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

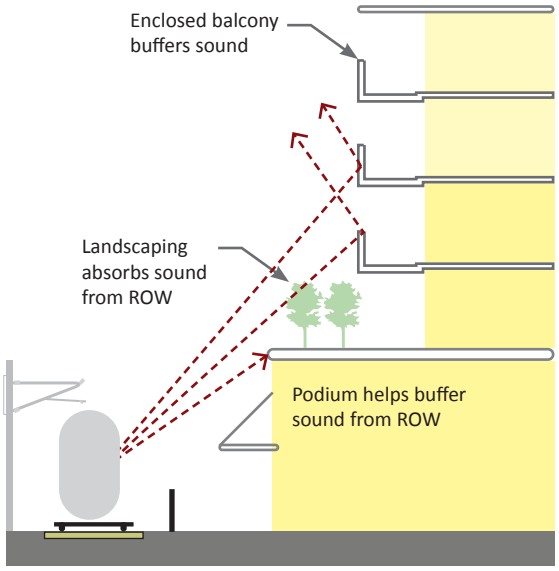
RECOMMENDATION: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate secondary or "back of house" rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than primary living spaces that are noise sensitive (e.g. bedrooms and family rooms).
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease or sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded Noise Easement Deed in favor of Metro may be required for projects within 100 feet of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

1.8 At-Grade Rail Crossings

New development is likely to increase pedestrian activity at rail crossings. Safety enhancements may be needed to upgrade existing rail crossings to better protect pedestrians.

RECOMMENDATION: Coordinate with Metro, the California Public Utilities Commission (CPUC), and any other transit operators using the crossing (e.g. Metrolink) to determine if safety enhancements are needed for nearby rail crossings.

While Metro owns and operates the rail ROW, the CPUC regulates all rail crossings. Contact the CPUC early in the design process to determine if they will require any upgrades to existing rail crossings. The CPUC may request to review development plans and hold a site visit to understand future pedestrian activity. Metro's Corporate Safety Department can support the developer in coordination with the CPUC.

Gates and pedestrian arms are common types of safety elements for pedestrians at rail crossings.

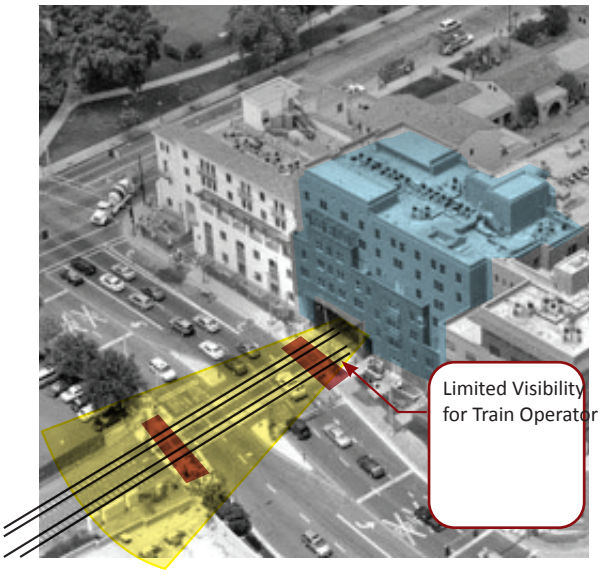
Safety elements of a gate and pedestrian arms have been constructed at the Monrovia Station.

1.9 Sight-Lines at Crossings

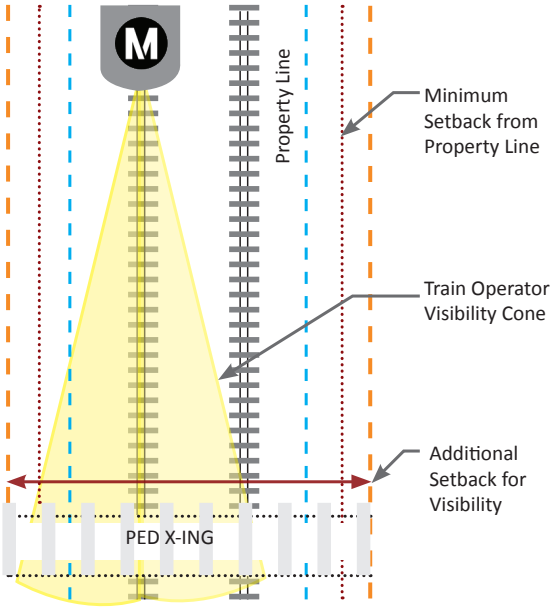
Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sight-lines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases efficiency of transit service.

RECOMMENDATION: Design buildings to maximize transit service sight-lines at crossings, leaving a clear cone of visibility to oncoming vehicles and pedestrians.

Metro Rail Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be necessary to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sight-lines for trains approaching street crossings create unsafe conditions.



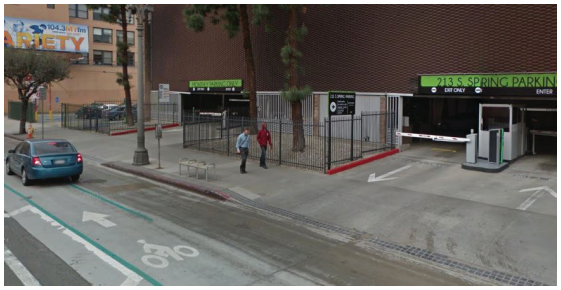
Visibility cones allow train operators to respond to safety hazards.

1.10 Driveway/Access Management

Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking lots and loading zones at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity to fast moving trains and buses, which pose safety concerns.

RECOMMENDATION: Site driveways and other vehicular entrances to avoid conflicts with pedestrians, bicycles, and transit vehicles by:

- Placing driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active ROW, transit vehicles, and people, as well as queuing on streets.
- Locating vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Placing loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidating vehicular entrances and reduce width of driveways.
- Using speed tables to slow entering/exiting automobiles near pedestrians.
- Separating pedestrian walkways to minimize conflict with vehicles.
- Encouraging safe non-motorized travel.



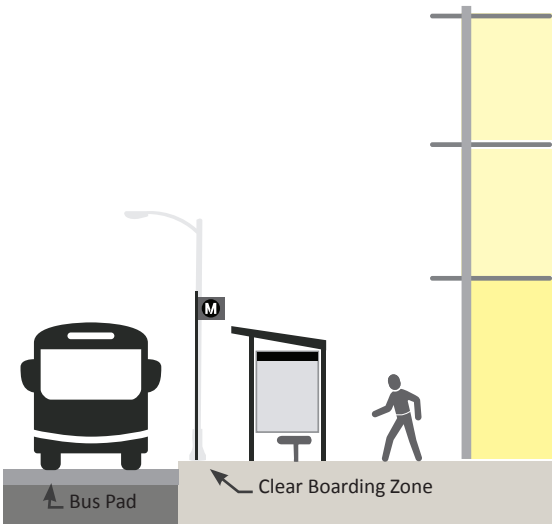
Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.

1.11 Bus Stop & Zones Design

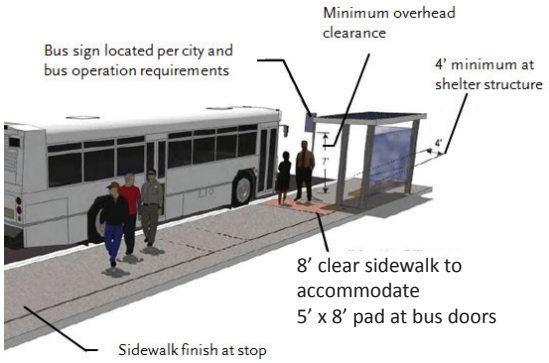
Metro Bus serves over 15,000 bus stops throughout the diverse landscape that is LA County. Typically located on sidewalks within public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdictions to create a vibrant public realm around new developments by strengthening multi-modal access to/ from Metro transit stops and enhancing the pedestrian experience.

RECOMMENDATION: When designing around existing or proposed bus stops:

- Review Metro's Transit Service Policy, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops.
- Review Metro's Transfers Design Guide for more information at https://www.metro.net/projects/station-design-projects/
- Accommodate 5' x 8' landing pads at bus doors (front and back door, which are typically 23 to 25 feet apart).
- Locate streetscape elements (e.g. tree planters, street lamps, benches, shelters, trash receptacles and newspaper stands) outside of bus door zones to protect transit access and ensure a clear path of travel.
- Install a concrete bus pad within each bus stop zone to avoid street asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Consider tree species, height, and canopy shape (higher than 14' preferred) to avoid vehicle conflicts at bus stops. Trees should be set back from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity. Avoid planting of trees that have an invasive and shallow root system.



A concrete bus pad should be located at bus stops and bus shelters should be located along sidewalks to ensure an accessible path of travel to a clear boarding area.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

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Engineering & Technical Review

Engineering & Technical Review

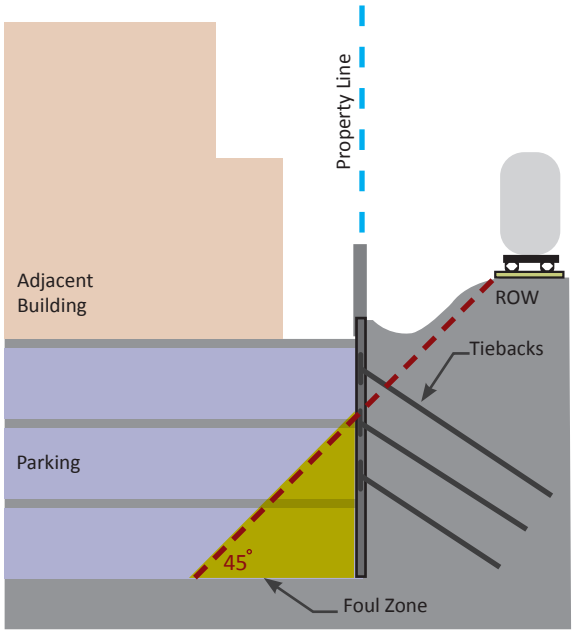
2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize support of existing Metro infrastructure. Any excavation which occurs within the geotechnical foul zone relative to Metro infrastructure is subject to Metro review and approval and meet Cal/OSHA requirements. This foul zone or geotechnical zone of influence shall be defined as the area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and requires additional Metro Engineering review.

RECOMMENDATION: Coordinate with Metro Engineering staff for review and approval of the excavation support system drawings and calculations prior to the start of excavation or construction. Tiebacks encroaching into Metro ROW may require a tieback easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW will require compliance with SCRRA Engineering standards and guidelines.

See page 7 for a sample section showing Metro adjacent conditions.



An underground structure located within the ROW foul zone would require additional review by Metro.

2.2 Proximity to Tunnels & Underground Infrastructure

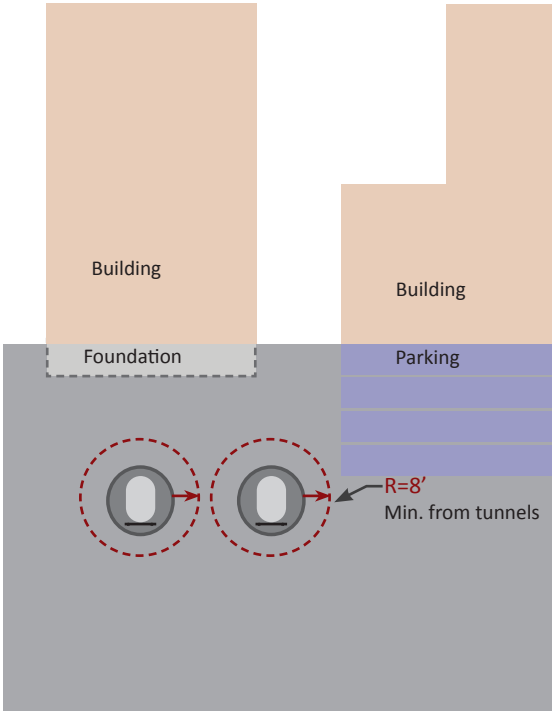
Construction adjacent to, over, or below underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

RECOMMENDATION: Coordinate with Metro early in the design process when proposing to build near underground Metro infrastructure. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety, or continued efficient operation of Metro facilities.

Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. See Section 3.4, Excavation Drilling/Monitoring for additional information regarding monitoring requirements.

See page 7 for a sample section showing Metro adjacent conditions.

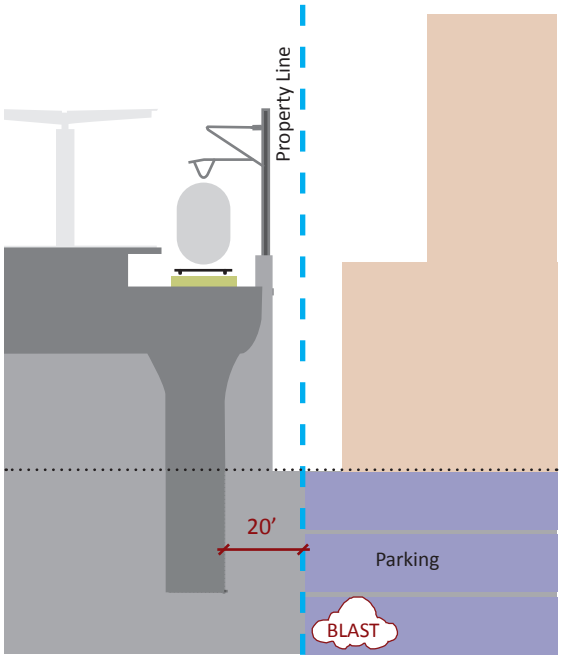


Adjacent project structures in close proximity to underground Metro infrastructure will require additional review by Metro.

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at-grade locations, situated below elevated guideways or near stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

RECOMMENDATION: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments within this 20-foot envelope may be required to submit a Threat Assessment and Blast/Explosion Study for Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a Threat Assessment and Blast/Explosion Study.

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Construction Safety & Management

Construction Safety & Management

3.1 Pre-Construction Coordination

Metro is concerned with impacts to service requiring rail single line tracking, line closures, speed restrictions, and bus bridging occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe transit operations and passenger well-being.

RECOMMENDATION: Following an initial screening of the project, Metro may determine that additional on-site coordination may be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of transit service shutdown per contingency plan.
- Designate a ROW observer or other safety personnel and an inspector from the project's construction team.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts to Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a Construction Monitoring fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRA Engineering Standards and Guidelines.

Metro may need to monitor development construction near Metro facilities.

3.2 Track Access and Safety

Permission from Metro is required to enter Metro property for rail construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

RECOMMENDATION: Obtain and/or complete the following to work in or adjacent to Metro Rail ROW:

1. **Construction Work Plan:** Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and riders.

2. **Safety Training:** All members of the project construction team will be required to attend Metro Rail Safety Training before commencing work activity. Training provides resources and procedures when working near active rail ROW.

3. **Right of Entry Permit/Temporary Construction Easement:** All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.

4. **Track Allocation:** All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity. If adjacent construction is planned in close proximity to active ROW, flaggers must be used to ensure safety of construction workers and transit riders.

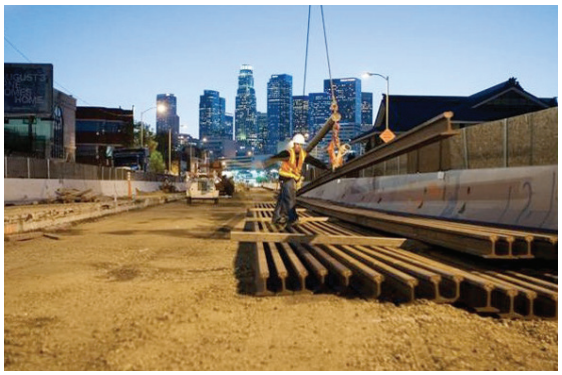
Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

3.3 Construction Hours

Building near active Metro ROW poses safety concerns and may require limiting hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service. To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance.

RECOMMENDATION: In addition to receiving necessary construction approvals from the local jurisdiction, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction with potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1am-4am) or during non-peak hours to minimize impacts to service. The developer may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction and minimizes impacts to Metro's transit service.

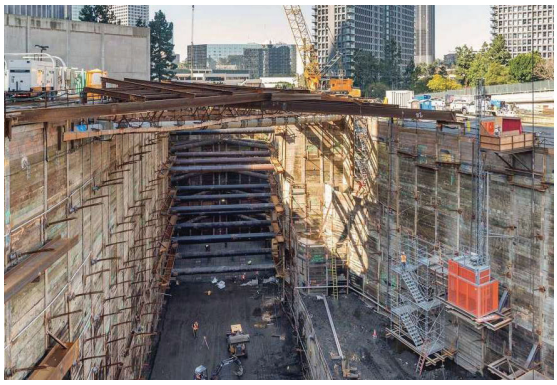
3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

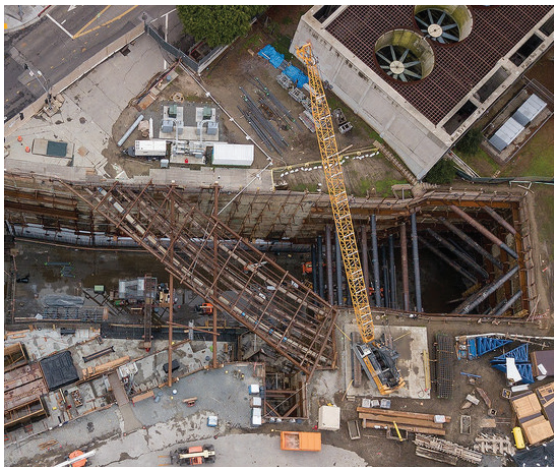
RECOMMENDATION: Coordinate with Metro Engineering to review and approve excavation and shoring plans during design and development, and well in advance of construction (see Sections 2.1 and 2.2).

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's geotechnical zone of influence, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Excavation and shoring plans must be reviewed by Metro to ensure structural compatibility with Metro infrastructure and safety during adjacent development construction.



A soldier pile wall used for Regional Connector station at 2nd/Hope.

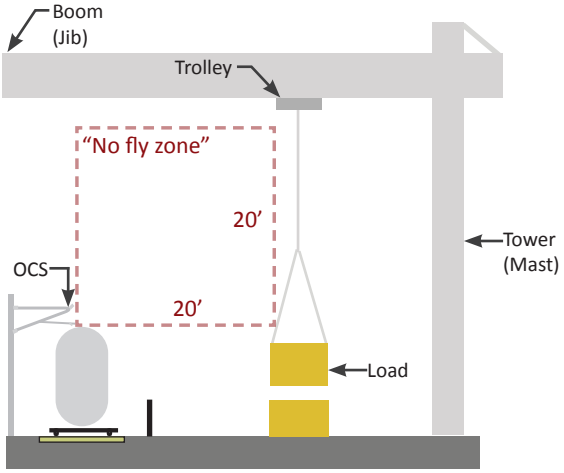
3.5 Crane Operations

Construction activities adjacent to Metro ROW may require moving large, heavy loads of building materials and machinery using cranes. Cranes referenced here include all power-operated equipment that can hoist, lower, and horizontally move a suspended load. To ensure safety for Metro riders, operators, and transit facilities, crane operations adjacent to Metro ROW must follow the safety regulations and precautions below and are subject to California Occupational Safety and Health Administration (Cal/OSHA) standards.

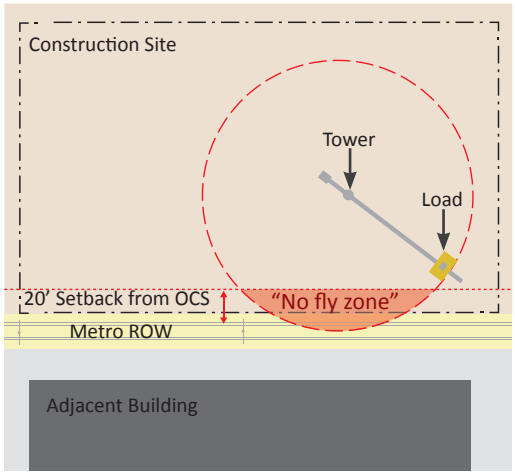
RECOMMENDATION:
Coordinate with Metro to discuss construction methods and confirm if a crane work plan is required. Generally, crane safety near Metro's ROW and facilities largely depends on the following factors: 1) Metro's operational hours and 2) swinging a load over or near Metro power lines and facilities. Note:

1. Clearance: A crane boom may travel over energized Metro OCS only if it maintains a vertical 20-foot clearance and the load maintain a horizontal 20-foot clearance.
2. Power: Swinging a crane boom with a load over Metro facilities or passenger areas is strictly prohibited during revenue hours. To swing a load in the "no fly zone" (see diagrams to right), the construction team must coordinate with Metro to de-energize the OCS.
3. Weathervaning: When not in use, the crane boom may swing 360 degrees with the movement of the wind, including over energized Metro OCS, only if the trolley is fully retracted towards the crane tower and not carrying any loads.
4. Process: Developers and contractors must attend Metro Track Allocation (detailed in Section 3.2) to determine if Metro staff support is necessary during crane erection and load movement.
5. Permit: Developers must apply for a Metro Right-of-Entry permit to swing over Metro facilities.

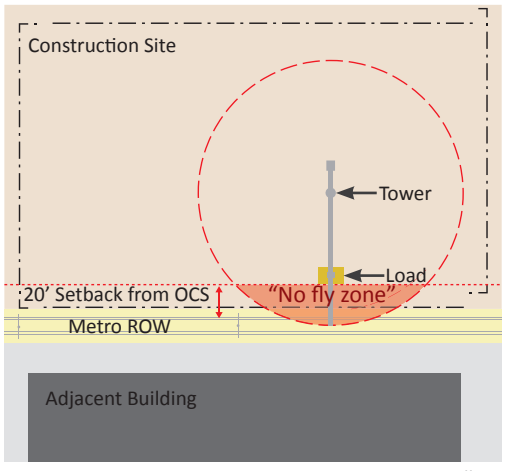
Project teams will bear all costs associated with impacts to Metro Rail operations and maintenance.



Cranes and construction equipment should be staged to avoid conflicts with the rail OCS.



Plan View: Crane swing and load are restricted near Metro ROW.



Plan View: While crane boom swings over "no fly zone," the trolley and load are retracted to maintain clearance from OCS.

3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities and pose a safety concern to the riders accessing them.

RECOMMENDATION: Erect vertical construction barriers and overhead protection compliant with Metro and Cal/OSHA requirements to prevent objects from falling into Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.

Overhead protection is required when moving heavy objects over Metro ROW or in areas designated for public use.

Constructed above is a wooden box over the entrance portal for overhead protection at the 4th/Hill Station.

3.7 Pedestrian & Emergency Access

Metro's riders rely on the consistency and reliability of access and wayfinding to and from stations, stops, and facilities. Construction on adjacent property must not obstruct pedestrian access, fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, riders, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained at all times.

Sidewalk access is blocked for a construction project, forcing pedestrians into the street or to use less direct paths to the Metro facility.

RECOMMENDATION: Ensure pedestrian and emergency access from Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices (MUTCD) and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.

3.8 Impacts to Bus Routes & Stops

During construction, bus stop zones and routes may need to be temporarily relocated. Metro needs to be informed of activities that require stop relocation or route adjustments in order to ensure uninterrupted service.

RECOMMENDATION: During construction, maintain or relocate existing bus stops consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk areas must be compliant with the ADA and allow passengers with disabilities a clear path of travel to the transit service. Existing bus stops must be maintained as part of the final project. Metro Bus Operations Control Special Events Department and Metro Stops & Zones Department should be contacted at least 30 days before initiating construction activities.

Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators and local jurisdictions.

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include, but are not limited to, condenser water piping, potable/fire water, storm and sanitary sewer lines, and electrical/ telecommunication services.

RECOMMENDATION: Coordinate with Metro Real Estate during project design to gauge temporary and permanent utility impacts and avoid conflicts during construction.

The contractor shall protect existing above-ground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be used, interrupted, or disturbed.

When electrical power outages or support functions are required, approval must be obtained through Metro Track Allocation in coordination with Metro Real Estate for a Right of Entry Permit.

To begin coordination with Metro Real Estate, visit www.metro.net/devreview and select the drop-down "Utility Project Coordination."

Coordination of underground utilities is critical to safely and efficiently operate Metro service.

3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

RECOMMENDATION: Ensure that hot or foul air, fumes, smoke, and steam from adjacent facilities are discharged beyond 40 feet from existing Metro facilities, including but not limited to ventilation system intake shafts and station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.

A worker breaks up concrete creating a cloud of silica dust.

Glossary

Cone of Visibility
A conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP)
Project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman
Person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone
Area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway
A channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT)
Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Joint Development (JD)
JD is the asset management and real estate development program through which Metro collaborates with developers to build housing, retail, and other amenities on Metro properties near transit, typically through ground lease. JD projects directly link transit riders with destinations and services throughout LA County.

Light Rail Transit (LRT)
Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R
Half-cent sales tax for LA County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M
Half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink
A commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority (SCRRA).

Metro Adjacent Construction Design Manual
Volume III of the Metro Design Criteria & Standards, which outlines the Metro adjacent review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus
Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT)
High quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all-door boarding, and intersection crossing priority. Metro BRT may run within dedicated ROW or in mixed flow traffic on streets.

Metro Design Criteria and Standards
A compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail
Urban rail system serving LA County consisting of six lines, including two subway lines and four light rail lines.

Metro Rail Design Criteria (MRDC)
Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Rail Project.

Metro Transit Oriented Communities
Land use planning and community development program that seeks to maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed
Easement granted by property owners abutting Metro ROW acknowledging noise due to transit operations and maintenance.

Overhead Catenary System (OCS)
One or more electrified wires situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit
Written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW)
Legal right over property reserved for transportation purposes to construct, protect, maintain and operate transit services.

Southern California Regional Rail Authority (SCRRA)
A joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study
Analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit
Permit granted by Metro Rail Operations Control to allocate a section of track and perform work on or adjacent to Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding
Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

metro.net/projects/devreview/

Metro

LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 4, 2022

Ref. DOC 6512130

Mr. Ignacio Rincon, Contract City Planner
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Rincon:

NOP Response to 7400 Slauson Avenue Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report for the subject project on April 11, 2022. The proposed project is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Montebello Trunk Sewer, located in Garfield Avenue at Slauson Avenue. The Districts' 19.7-inch diameter trunk sewer has a capacity of 2.9 million gallons per day (mgd) and conveyed a peak flow of 0.6 mgd when last measured in 2016.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 249.8 mgd.

3. The expected increase in average wastewater flow from the project site, described in the NOP as 277,029 square feet of warehouse use and 15,000 square feet of office use, is 3,686 gallons per day, after the structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South

Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

April 15, 2022

Ignacio Rincon, City Planner
City of Commerce
2535 Commerce Way
Commerce, CA 90040

Re: 2022040177, 7400 Slauson Avenue Project, Los Angeles County

Dear Mr. Rincon:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: May 5, 2022

irincon@ci.commerce.ca.us
Ignacio Rincon, Contract City Planner
City of Commerce, Economic Development and Planning Department
2535 Commerce Way
Commerce, California 90040

Notice of Preparation of a Draft Environmental Impact Report for the 7400 Slauson Avenue Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[6] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory[7].

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions[8]. According to the MATES V Carcinogenic Risk interactive Map, the area surrounding the Proposed Project has an estimated cancer risk over 595 in one million[9]. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[7] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[8] South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V.* Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.
[9] South Coast AQMD. MATES V Data Visualization Tool. Accessed at: MATES Data Visualization (arcgis.com).

Reporting Plan for the 2016 Air Quality Management Plan[10], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[11].

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule[12] and the Heavy-Duty Low NOx Omnibus Regulation[13], ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentive the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year[14] that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

[10] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[11] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.
[12] CARB. June 25, 2020. *Advanced Clean Trucks Rule.* Accessed at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks.
[13] CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.
[14] CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of a 292,029-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation[15]. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For

[15] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.

implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage[16].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC220412-11
Control Number

[16] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.

DEPARTMENT OF TRANSPORTATION
District 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

May 9, 2022

Ignacio Rincon
2535 Commerce Way
Commerce, CA 90040

RE: 7400 Slauson Ave. Project – Notice of Preparation of an Environmental Impact Report (NOP)
SCH # 2022040177
GTS # 07-LA-2022-03909
Vic. LA-5/PM: 10.159

Dear Ignacio Rincon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. 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 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 onsite 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. The City of Commerce is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project site encompasses approximately 12.95 gross acres and is located south of Slauson Avenue, east of Greenwood Avenue. Regional access is provided via Interstate 5 (I-5) and Interstate 710 (I-710). The NOP finds that Transportation impacts may be potentially significant. 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. The Project has the potential to increase vehicle trips and resulting Vehicle Miles Traveled (VMT). A VMT analysis will be prepared to determine whether the Project would result in a significant increase in VMT. In addition, 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 transportation conditions. These areas will be evaluated further in the Environmental Impact Report (EIR). Caltrans would request the study to provide trip generation, trip distribution and trip assignment estimates to the State facilities on/off-ramps and any arising inadequate weaving or queue spillback on to State facilities. We look forward to reviewing these analyses.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For TDM strategies, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

Caltrans also encourages Lead Agencies to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For additional strategies that will promote equity and environmental preservation, please refer to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including I-5 and I-710, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are addressed. For more information on encroachment permits, see: https://dot.ca.gov/programs/traffic-operations/ep.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03909.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse