

**ATTACHMENT TO NOTICE OF EXEMPTION  
SUPPLEMENT INFORMATION  
Truck Trailer Parking/Storage Yard and Repair and Service Wash Facility  
at 424-436 E. Weber Avenue, Compton  
Supplemental Information per CEQA Guidelines Section 15300.2  
(Exceptions to Categorical Exemptions) and Section 15332 (In-Fill Development  
Projects)**

Development and operation of the proposed truck trailer parking/storage yard and repair and service wash facility project at 424-436 E. Weber Avenue in the City of Compton is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Class 32, Section 15332 (In-Fill Development Projects), provided that the exceptions under Section 15300.2 do not apply. Pursuant to Section 15300.2, a categorical exemption is not allowed if the project would have one of the following impacts:

- a) Cumulative impact.
- b) Significant effect.
- c) Impact to scenic highways.
- d) Hazardous impact due to project being located on any hazardous materials list compiled pursuant to Section 65962.5 of the Government Code.
- e) Impact on historical resources.

Development and operation of the proposed project is also categorically exempt from CEQA provided that the project meets the conditions outlined in Section 15332, as follows:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare, or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

The following supplemental information includes a review of the project and evaluates if any of the five exceptions outlined in Section 15300.2 would apply to the project and if the project meets any of the conditions outlined in Section 15332.

**PROJECT LOCATION**

The approximately 1.5-acre (65,360 square feet) project site is in the northern portion of the City of Compton (City), in Los Angeles County (see Figure 1, *Local Vicinity*). The project site is comprised of three Assessor Parcel Numbers (APNs 6169-021-016, -018, and -020) located at 424-436 E. Weber Avenue between Alameda Street and Santa Fe Avenue. The project site is generally bounded by Weber Street to the north, Banning Street to the south, Santa Fe Avenue to the east, and Alameda Street to the west (see Figure 2, *Aerial Photograph*). Regional access to the project site is via Interstate 105 (I-105) approximately 0.7 mile south of the site.

## **EXISTING LAND USE**

As shown in Figure 2, the project site is currently developed and contains a paved parking lot, two metal buildings, truck trailer parking/storage, a truck trailer maintenance and repair shop, a small office in the mezzanine area of the repair shop, an outdoor trailer wash station, a tank cleaning station, a metal fabricator, and warehouse storage space. It should be noted that the uses as they exist are unpermitted and require City permit to operate onsite.

The project site is currently fenced on all sides and includes a gated entrance via Weber Avenue, which forms the northern site boundary. The project site is currently used for truck trailer parking and storage and includes minor truck wash and cleaning services. Although there are truck trailer uses and services operating from the project site, for purposes of this Exemption and per direction received from the City, the analysis provided in the Exemption and accompanying technical studies does not consider the existing uses and therefore considers the uses as proposed or new uses. Existing conditions for the purpose of this Exemption are that the project site is vacant, and no use is operating onsite.

The project site has a General Plan land use designation of Industrial and is zoned Heavy Manufacturing (MH) and Buffer (B).

## **SURROUNDING LAND USES**

As shown in Figure 2, the project site is surrounded by industrial uses, including light manufacturing and recycling businesses, warehouse and distribution facilities, and fueling stations. Surrounding land use designations are Industrial on all four sides with a corresponding zoning designation of Heavy Manufacturing (MH) for properties to the north, east, and west; and Light Manufacturing (ML) for properties to the south.

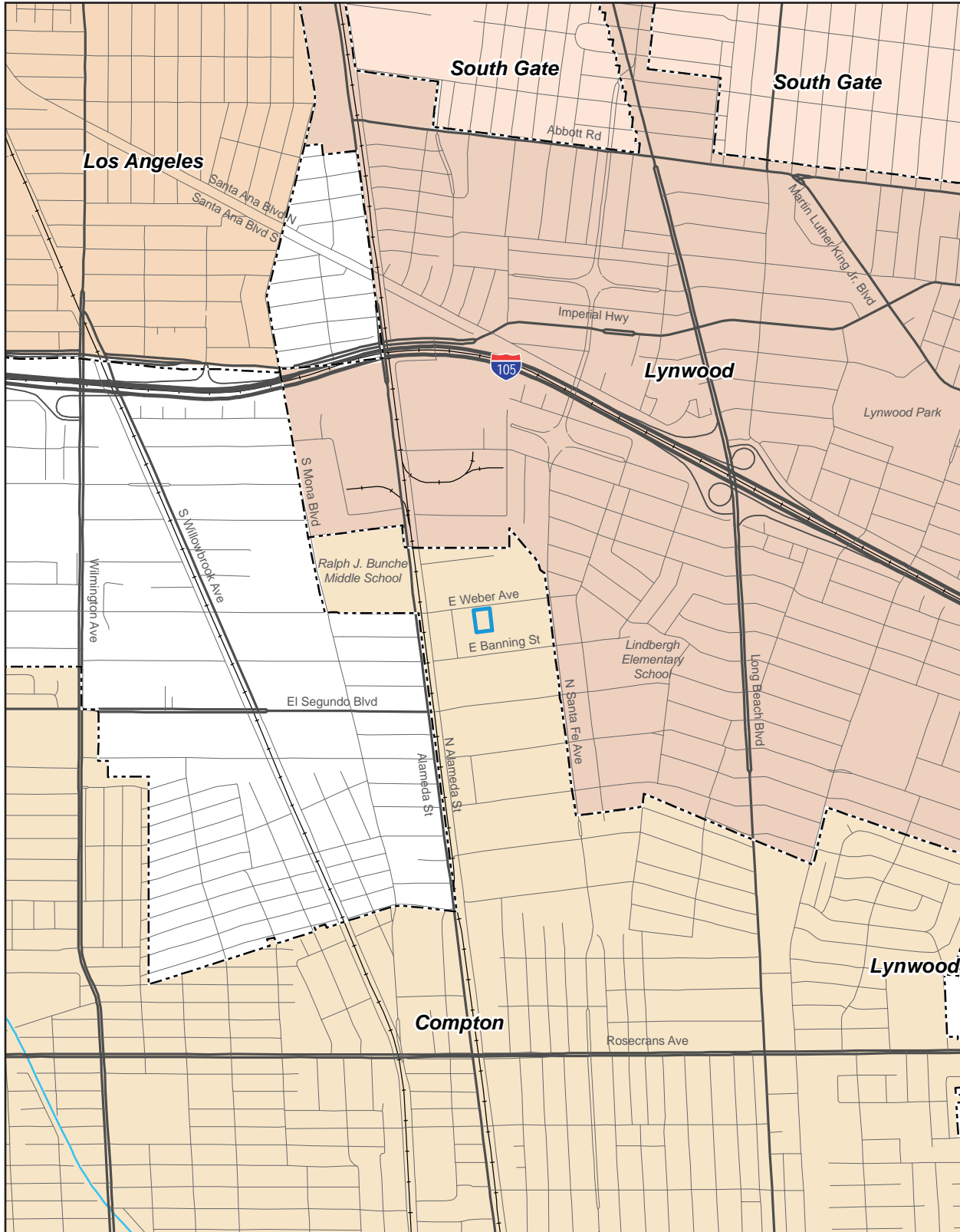
## **PROJECT DESCRIPTION**

The project applicant (424 Weber LLC C/O Arnell Maxey) proposes the development and operation of a truck trailer parking/storage yard and repair business along with a service wash facility (proposed project) at 424-436 E. Weber Avenue (see Figure 3, *Project Site Improvements*). The proposed project would include approximately 7,163 square feet of total building area, including a 4,649-square foot service wash facility building with four wash bays that would be approximately 22 feet in height and include roll-up doors; a 1,214-square foot repair shop and shop warehouse and restroom; a 400-square-foot office in the mezzanine area of the repair shop; a 900-square foot water treatment building that would be approximately 18 feet in height; and a new restroom near the repair shop.

It should be noted that all of the aforementioned uses would be provided in and operate out of existing metal buildings onsite that would undergo interior improvements and modifications to accommodate the proposed uses. With some minor exterior improvements (new/upgraded sidings for the 900-square foot water treatment building to be legalized), no new building construction or additions would be necessary to accommodate the proposed uses within the existing metal buildings. It should also be noted that the truck trailer parking/storage yard and repair shop would be for use of the property owners trailer fleet only, while the service wash facility would be open for outside users, business to business use only (not open to the general public). The service wash facility would be for washing tanker trailers only (up to 25 per day) that would arrive empty; no tractor trucks would be washed. The empty tankers that would be washed carry non-toxic\hazard water-soluble liquid bulk materials such as soap, detergent, wax, etc. All liquids from the service wash facility (water and all non-toxic liquids) would be captured within the facility and sent to the proposed water treatment building that would be placed adjacent to the service wash facility.

The repair shop would be conducting light repairs (replace brakes, tires, lights, etc.) on the property owners truck trailers/tankers only; no repairs for truck tractors or bodywork for trailers/tankers would occur. As shown in Figure 3, the minor repair services would occur within the service wash facility; no repair services would occur outdoors.

Figure 1 - Local Vicinity Map



— Project Boundary      - - - - - City Boundary

0                      2,000  
Scale (Feet)



Note: Unincorporated county areas are shown in white.  
Source: Generated using ArcMap, 2022.

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Figure 2 - Aerial Photograph



— Project Boundary

0 75  
Scale (Feet)



Source: Nearmap, Inc., 2022.

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The proposed project would include 56 total parking spaces on the project site, 33 spaces would be for truck trailer parking (9 feet by 40 feet) and 23 would be for cars. The 56 total parking spaces provided for the proposed project would include one ADA parking space and one clean air vehicle parking space. A parking area for motorcycle parking would be provided at the northeastern end of the project site. A bicycle parking rack would be provided near the main entry of the proposed repair shop. Vehicular access to the project site would continue to be provided via Weber Avenue from an improved driveway and gated entry.

The existing chain link fencing (eastside) and wrought iron fencing (southside) will be replaced with a new 6-foot-high solid metal fencing. The existing 6-foot-high masonry westside fence will remain. The existing wrought iron fencing on the north side will be replaced with a new 10-foot-high masonry fence and solid wrought iron access gate, and landscaping within a 10-foot landscaped setback. A parkway-separated sidewalk would also be provided along the Weber Avenue site frontage along with curb and gutter improvements. The new sidewalk would allow pedestrian access to the project site via a new pedestrian gate proposed in the northeast corner of the site (see Figure 3). New 30-foot-high light standards would be provided along all four sides of site boundaries. Approximately 3,849 square feet of new landscaping would be provided throughout the project site in the form of landscape buffers along the site boundaries.

The hours of operation for each of the three uses would vary: the truck trailer parking/storage yard would operate 24 hours a day seven days a week; the repair shop would operate from 8:00 AM to 5:00 PM Monday through Friday; and the service wash facility would operate 24 hours a day seven days a week. The total number of employees that would be onsite during the week would be seven, four for the service wash facility, two for the repair shop, and one for the office space. On the weekends, the number would decrease to four for the service wash facility.

Project implementation requires City approval of a conditional use permit (CUP No. 21-000003, 21-000004 and 21-000005) for each of the three project elements, a CUP for the truck trailer parking/storage yard, a CUP for the repair shop, and a CUP for the service wash facility.

#### **DISCRETIONARY ACTIONS AND APPROVALS**

Under CEQA Guidelines Section 15357, a discretionary action means a project that calls for an exercise of judgment or deliberation when the public agency (for this project, the public agency is the City of Compton) decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, regulations, or other fixed standards. The City of Compton is the lead agency under CEQA and has the principal approval authority over the proposed project. Following is a list of the discretionary actions and approvals required for project implementation.

- Adoption of a Notice of Exemption
- Approval of Conditional Use Permit (CUP) No. 21-000003, 21-000004 and 21-000005
- Architectural Review Board Approval

#### **NONDISCRETIONARY/MINISTERIAL ACTIONS AND APPROVALS**

Under CEQA Guidelines Section 15369, non-discretionary or ministerial actions or approvals are those that involve little or no discretion (e.g., connections to utility infrastructure), merely apply a checklist or clear requirements to the facts as presented and are often issued over the counter by a county or city staff. These actions or approval are ones that require only conformance with a fixed standard or objective measurement and require little or no personal judgment by a government agency as to the wisdom or manner of carrying out the action. Generally, non-discretionary or ministerial permits require a public official to determine only that the project conforms with applicable zoning and building code requirements

and that applicable fees have been paid. Following is a list of the nondiscretionary/ministerial actions and approvals required for project implementation.

- Approval and issuance of building permits.
- Approvals for water, sewer, and storm drain infrastructure improvements in the public right-of-way (if necessary).

## **EXCEPTIONS UNDER SECTION 15300.2**

### **Exception A: Cumulative Impact**

The proposed project consists of the operation of truck trailer parking/storage yard and repair and service wash facility project at 424-436 E. Weber Avenue. The proposed project would not combine with other activities or development projects in the area that would result in cumulative impacts. The issues relevant to the proposed project are localized and confined to the vicinity of the project site.

Additionally, the project site is in a highly urbanized area of the City where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas) and services (e.g., solid waste collection, police and fire protection) currently exist and are already provided to the project site. Implementation of the proposed project would not require the construction of new or expansion of existing utility infrastructure and services.

Therefore, due to the project site's relatively small scale and the nature of the proposed project, no significant cumulatively considerable impacts are anticipated, and Exception A would not apply.

### **Exception B: Significant Effect**

As stated in CEQA Guidelines Section 15300.2(c), a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As demonstrated below under Exceptions C, D, and E of Section 15300.2 and Conditions A through E of Section 15332, construction and operation of the proposed project would not have a significant impact on the environment. Therefore, Exception B would not apply to the project.

### **Exception C: Scenic Highways**

As shown in Figure 2, *Aerial Photograph*, the project site is in a highly urbanized area of the City, which primarily includes industrial properties. According to the Compton General Plan there are no designated scenic vistas near the project site. Alameda Street and Santa Fe Avenue, which are located approximately 650 feet to the west and 1,000 feet to the east of the project site, respectively, are designated as scenic corridors (Compton 1991). However, the proposed project would occur completely within the confines of the project site and new proposed improvements onsite would not be visible from any scenic corridors due to intervening development (e.g., buildings, structures, mature trees); thus, the project implementation would not obstruct views of any scenic resources. Therefore, project development would not result in a substantial adverse effect on a scenic vista within or near the project site.

Furthermore, the project site is approximately 10 miles northwest of State Route 1, which is a state-eligible scenic highway, according to the California Department of Transportation's (Caltrans) Scenic Highway System Map (Caltrans 2023). Therefore, the proposed project would not obstruct any view of and/or from this state-eligible scenic highway.

Based on the preceding, project implementation would not result in damage to scenic resources or highways, and Exception C would not apply

### **Exception D: Hazardous Waste Sites**

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The following databases were reviewed for hazardous material site listings on or within 0.25 mile of the project site:

- GeoTracker, State Water Resources Control Board (SWRCB 2023)
- EnviroStor, Department of Toxic Substances Control (DTSC 2023)
- EnviroMapper, US Environmental Protection Agency (USEPA 2023a)
- EJScreen, US Environmental Protection Agency (USEPA 2023b)

According to the State Water Resources Control Board's (SWRCB) GeoTracker database, the project site is located on a Leaking Underground Storage Tank (LUST) cleanup site, and within 0.25 mile of a five additional LUST cleanup sites; however, cleanup for all sites (including the project site) has been completed, and all cases have been closed.

Additionally, the project site is near one Cleanup Program Site, which is currently open and inactive, located at 12150 S. Alameda Street, approximately 0.25 mile north of the project site. In addition, according to the Department of Toxic Substance Control's (DTSC) EnviroStor database, the project site is within 0.25 mile of two school cleanup sites that require corrective action, two cleanup sites that are currently under evaluation, and on voluntary cleanup site. However, the proposed project would occur completely within the confines of the project site, and development or operation of the project would not impact or be impacted by any other properties near the project site. No other hazardous materials sites are listed on or within 0.25 mile of the project site on any of the databases searched.

Therefore, no impact to the public or environment would occur as a result of the project, and Exception D would not apply.

### **Exception E: Historical Resources**

CEQA Guidelines 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 to be "historically significant" if it meets one of the following criteria:

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

As shown in Figure 2, *Aerial Photograph*, the project site is within an industrial area of the City and is surrounded by industrial uses on all sides, including paved parking lots, warehouses, and fueling stations.

The project site is not on the City's list of historic landmarks (Compton 1991). Additionally, according to a review of the national and state historical resources databases (National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, and California Register of Historic Resources), the existing buildings and project site are not identified as a significant historical resource (NPS

2022, OHP 2022). The nearest historic landmark to the project site is the Heritage House, approximately 1.9 miles south of the site at the City Civic Center (Compton 1991).

Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource, and Exception E would not apply.

## **CONDITIONS UNDER SECTION 15332**

### **Condition A: General Plan and Zoning Consistency**

The City enforces numerous goals, policies, and regulations related to the purpose of avoiding or mitigating an environmental effect. The planning and regulatory plans that govern development and use of the project site are the Compton General Plan and Compton Municipal Code (including Chapter 30, Zoning). The development and design standards and regulations contained in the Compton Municipal Code constitute the zoning regulations that govern development of the project site.

Following is an analysis of the proposed project's consistency with these adopted land use regulations. As demonstrated below, the project meets Condition A.

#### ***General Plan Consistency***

The project site has a General Plan land use designation of Industrial. As stated in the Compton General Plan Update Land Use Element, the industrial land use designation is established to accommodate a wide range of industrial activities, from light manufacturing and warehousing to more intensive uses such as materials processing and large-scale product fabrication (Compton 1991).

Implementation of the proposed project would not conflict with the land use designation of the project site. The uses proposed under the project are permitted uses under the Industrial land use designation. Project development does not include or require any amendments to the Compton General Plan. The proposed project would also not represent a change in land use or patterns or an inconsistency with the Compton General Plan. The project site and its surroundings are already developed with industrial uses and project development would not introduce uses that are inconsistent or incompatible. Therefore, project implementation would not conflict with the Compton General Plan.

#### ***Zoning Consistency***

The project site is zoned Heavy Manufacturing (MH). The MH zone was established to provide for general industrial development while controlling those uses that might be obnoxious, offensive, or dangerous. Uses permitted in the MH zone include commercial and industrial properties with buildings of less than 50,000 square feet in size.

The uses proposed under the project are permitted use under the MH zoning designation via City approval of a CUP. Specifically, project implementation requires City approval of CUP (CUP No. 21-000003, 21-000004 and 21-000005) for each of the three project elements, a CUP for the truck trailer parking/storage yard, a CUP for the repair shop, and a CUP for the service wash facility.

Through the City's development review process—which includes Compton Planning Commission review and consideration of the CUPs—the City would ensure that approval of the CUPs would not conflict with any of the City's applicable land use plan, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect. In determining the appropriateness of the proposed project's CUPs, the Compton Planning Commission would review the CUPs conformance with the objectives and requirements of the City's zoning standards; consistency with the Compton General Plan and any potential effect to the public health, safety and welfare; and general compliance with the City's zoning standards.

Additionally, project implementation would not require the approval of an amendment to the zoning standards or a zone change; nor would it require a variance or any adjustments from the City's zoning standards, which help ensure that development projects in Compton are designed and implemented in a manner that is not detrimental to the project site or its surroundings. The proposed project has been designed and would be developed in accordance with all applicable Compton zoning standards, including those related to building height and setbacks, walls and screening, building and site plan design, landscaping, and parking. Compliance with the applicable zoning standards would be ensured through the City's development review process.

### **Condition B: Project Location and Size**

Project development would occur within the City limits on a project site of no more than five acres (site comprises 1.5 acres) and is surrounded by industrial land uses on all sides (see Figures 1, *Local Vicinity*, and 2, *Aerial Photograph*). As shown in Figure 2, the site is in a highly urbanized area of the City and is considered an infill development site. Therefore, the proposed project meets Condition B.

### **Condition C: Biological Value**

As shown in Figure 2, *Aerial Photograph*, the project site is developed and void of any vegetation; it is in a highly urbanized area of the City. The project site is surrounded by industrial and commercial uses. The project site and its surroundings have no value as habitat for endangered, rare, or threatened species. Therefore, the proposed project meets Condition C.

### **Condition D: Result in Significant Effects**

As demonstrated below, the proposed project would not result in any significant effects related to air quality, noise, traffic, or water quality. Therefore, the proposed project meets Condition D.

### ***Air Quality***

The analysis in this section is based partly on the Air Quality and Greenhouse Gas Emissions Technical Memorandum prepared by PlaceWorks for the proposed project (PlaceWorks 2024), which is included as Appendix A. Following is a summary discussion of the proposed project's air quality impacts, as demonstrated and substantiated in the technical memorandum.

#### ***Regional Long Term Operational Impacts***

Operational emissions for the proposed project were estimated using CalEEMod (version 2022.1) and are based on the information provided by the project applicant and traffic consultant (EPD 2024). Operational activities would result in the generation of criteria air pollutant emissions from mobile sources, area sources (e.g., landscaping equipment, architectural coating), and energy use (i.e., natural gas used for heating and cooking).

As shown in Table 4, *Maximum Daily Regional Operation Emissions*, of the air quality technical memorandum (Appendix A), the maximum project-related daily operation emissions would be less than their respective South Coast Air Quality Management District (AQMD) regional significance threshold values. Therefore, operation of the proposed project would not contribute to the nonattainment designations of the SoCAB, and regional air quality impacts would not be significant.

#### ***Localized Long-Term Operational Impacts***

Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses that would require a permit from South Coast AQMD include industrial land uses, and warehousing operations where substantial truck idling could occur on-site.

The 57 average daily truck trips associated with the proposed project (Appendix B) would result in truck travel and idling on-site. In addition, operation of the proposed project would result in the use of standard on-site mechanical equipment such as heating, ventilation, and air conditioning units in addition to

occasional use of landscaping equipment for property maintenance, which would generate area source emissions. Emissions of nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>) generated at the project site (off-site mobile-source emissions are not included in the localized significance thresholds [LST] analysis) from on-site area sources and truck idling could expose sensitive receptors to substantial concentrations of criteria air pollutants.

Table 5, *Localized On-Site Operational Emissions*, of the air quality technical memorandum (Appendix A) shows localized maximum daily operational emissions. As shown in this table, maximum daily on-site operational emissions would not exceed the screening-level LSTs. Therefore, operational criteria air pollutant emissions would not exceed the California ambient air quality standards, and proposed project operation would not expose sensitive receptors to substantial pollutant concentrations. Therefore, local air quality impacts would not be significant.

#### *CO Hotspots*

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SoCAB was designated in attainment for CO under both the California ambient air quality standards (AAQS) and National AAQS.

The CO hotspot analysis conducted for the proposed project for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods. As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. To generate a significant CO impact under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix (Appendix A).

The proposed project would generate up to 15 AM and 16 PM peak hour passenger vehicle trips on weekdays (or 29 AM and 16 PM passenger car equivalent trips), which are substantially below the incremental increase in peak hour vehicle trips needed to generate a significant CO impact. Therefore, development and operation of the proposed project would not produce the volume of traffic required (i.e., 24,000 to 44,000 peak hour vehicle trips) to generate a CO hotspot at nearby intersections. Therefore, CO hot spot impacts would not be significant.

#### *Localized Construction Significance Thresholds*

South Coast AQMD developed LSTs for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at the project site, as shown in Table 2, *South Coast AQMD Localized Significance Thresholds*, of the air quality technical memorandum (Appendix A). Emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

To assist lead agencies, South Coast AQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the levels shown in Table 2 for

projects under five acres. These “screening-level” LSTs are the localized significance thresholds for all project sites of five acres and less; however, they can be used as screening criteria for larger projects to determine whether dispersion modeling may be required in order to compare concentrations of air pollutants generated by the project to the localized concentrations shown in Table 2.

In accordance with South Coast AQMD’s LST methodology, the screening-level operational LSTs are based on the project site size of 1.5 acres. The screening-level operational LSTs for the project site in Source Receptor Area 12 (SRA 12), South Central LA County, are shown in Table 3, *South Coast AQMD Screening-Level Localized Operational Significance Thresholds*, of the of the air quality technical memorandum (Appendix A). As demonstrated in the table, the proposed project would not exceed the LST emission thresholds established by South Coast AQMD. Therefore, localized construction air quality impacts would not occur.

### **Noise**

Noise impacts due to project implementation would result from short-term construction activities and long-term project operation activities. Following is a discussion of the potential noise impacts resulting from the construction and operational phases of the project.

#### *Project Construction Phase*

Short-term construction noise would be generated by construction activities associated with the proposed site improvements discussed in the *Project Description* section above. The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Site access would be through Alameda Street to the west and Santa Fe Avenue to the east, onto Weber Avenue. Individual construction worker trips may temporarily increase roadway traffic noise. However, these increases would be minimal and short-lived and not substantially nor permanently increase the existing ambient noise environment.

Additionally, because of the proximity of the project site to sensitive receptors (residences beyond Santa Fe Avenue)—approximately 1,100 feet east of the project site—construction noise would not affect sensitive receptors near or within the vicinity of the project site. Project development would also be required to comply with the City’s construction noise standards, which are codified in Section 7-12.22 (Construction or Repairing of Buildings, Pile Drivers, Hoists, Steam Shovels) of the Compton Municipal Code (CMC), as stated below.

- No person shall cause or permit any work to be done or do any work on the erection (including excavation), unless the noise caused thereby is confined within a building, or use any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist, unless the noise caused thereby is confined within a building, other than between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday, except in cases of urgent necessity in the interest of public health and safety and then only with a permit from the Building Official. No such permit shall be granted for a period of more than three days but may be renewed from time to time so long as the emergency exists.

Furthermore, temporary construction trips associated with the project would be minimal and temporary and would also cease upon completion of the project. Therefore, no significant noise impact related to project construction is anticipated to occur.

#### *Project Operation Phase*

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels at adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily

discernible to most people in an exterior environment. However, there are no sensitive receptors near or within proximity of the project site. The nearest residential property is located approximately 1,100 east of the project site and at that distance noise from project-related operations would be indiscernible due to noise attenuation from distance alone and not accounting for topography and existing buildings.

The proposed project would include a service wash facility. All washing activities would occur within the confines of the project site in an enclosed metal building. Other operations, as described in the project description, include minor repairs within the alternate wash stall. These minor repairs would occur in the alternate wash stall of the project site and would not be substantial in any way due to the nature of the minor repairs.

Additionally, project operation would be required to comply with Section 7-12.24 (Hours of Producing Noise Limited in the M-L Zones) of the Compton Municipal Code, as stated below.

- Between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sunday, the following activities shall be prohibited unless the noise created thereby is confined in a building: Any commercial or manufacturing activity, including, but not limited to, the operation of a pneumatic or electrical hammer, chipper or press, the striking of metal against metal, or the operating of a riveting gun.

As mentioned above, an increase in 3 dBA is just noticeable in an exterior environment and for the proposed project to increase levels by 3 dBA, the project would have to double traffic. The addition of 15 AM peak hour trips and 16 PM peak hour trips would not double existing traffic (EPD 2024) and therefore, not result in a significant mobile noise increase. Therefore, no significant impact would occur.

### ***Traffic***

The analysis in this section is based partly on the Trip Generation and Vehicle Miles Traveled Screening Analysis Memorandum prepared by EPD Solutions, Inc. for the proposed project (EPD 2024), which is included as Appendix B.

### **Project Trip Generation Analysis**

The project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) and information provided by the project applicant pertaining to operation of the site. The trip generation for the service wash facility was calculated based on the estimate of operation. The repair shop, office and water treatment building were evaluated using the ITE trip rates for Specialty Trade Contractor (Land Use Code 180) and General Office Building (Land Use Code 710). Project truck trips were determined using data from the South Coast AQMD Warehouse Truck Trip Study Data Results and Usage.

Table 1, *Project Trip Generation*, of the Trip Generation and Vehicle Miles Traveled Screening Analysis Memorandum prepared for the proposed project (Appendix B) presents the trip generation estimate for the proposed project. As shown in Table 1, the project is forecast to generate 197 daily Passenger Car Equivalent (PCE) trips, including 29 PCE trips during the AM peak hour and 31 PCE trips during the PM peak hour. It is to be noted that the project is forecast to generate 57 daily truck trips; in terms of PCE, the project is forecast to generate 167 daily PCE truck trips. Although the City of Compton does not have Traffic Impact Analysis requirements for level of service (LOS) analysis, per the Los Angeles County Traffic Impact Analysis (TIA) Report Guidelines (1997), a complete LOS TIA is generally required for projects that generate over 500 trips per day. The proposed project is anticipated to generate fewer than 500 daily PCE trips and does not require additional traffic analysis per the County of Los Angeles guidelines. Therefore, no further traffic analysis is required.



## Vehicle Miles Traveled Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The provisions of Section 15064.3(c) were implemented statewide beginning on July 1, 2020.

As the City of Compton does not have adopted VMT guidelines, the LA County TIA guidelines were utilized for the proposed project. The LA County TIA guidelines include screening thresholds to identify if a project would be considered to have a less-than significant impact on VMT and therefore could be screened out from further VMT analysis. Section 3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria, as stated in the LA County TIA guidelines, would apply to the proposed project:

“If the answer is no to the question below, further analysis is not required, and a less than significant determination can be made.

- Does the development project generate a net increase of 110 or more daily vehicle trips?”

A project's daily vehicle trip generation should be estimated using the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If the project proposed land use is not listed in the ITE Trip Generation Manual, please submit a trip generation study to Public Works for review and approval”.

Per the LA County TIA Guidelines page 3 footnote, “The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks.” Thus, only passenger vehicle trips are included in the VMT screening assessment. This is consistent with the CEQA Guidelines Section 15064.3(a), which states vehicle miles traveled is an assessment of the “amount and distance of automobile travel attributable to a project”. Based on this guidance, truck trips are not included in the VMT screening analysis.

Based on the trip generation presented in Table 1, the proposed project would generate 30 daily passenger vehicle trips per day, fewer than the net increase of 110 or more daily vehicle trips threshold as stated in the LA County TIA guidelines. Therefore, no further VMT analysis is required.

### ***Water Quality***

Following is a discussion of the potential water quality impacts resulting from urban runoff that would be generated during the construction and operational phases of the proposed project.

#### *Project Construction Phase*

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). The project's construction phase may cause deterioration in the quality of downstream receiving waters if construction-related sediments or pollutants wash into the existing storm drain system and facilities in the area.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Non-sediment-related pollutants that are also of concern during construction relate to non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. Project-related construction-related activities would generate pollutants that could adversely affect the water quality of downstream receiving waters if appropriate and effective stormwater and non-stormwater management measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Construction projects of one acre or more are regulated under the Statewide General Construction Permit (CGP), Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be used by the project to minimize pollution of stormwater. The project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show the placement of those BMPs. Standard construction BMPs that would be incorporated into the project's SWPPP and implemented during the construction phase include but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exit with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected onsite drains and within roadways.
- Installation of silt fences around stockpile and covering of stockpiles.
- Use of secondary containment around barrels, containers and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous materials, etc.; and nutrients.

Based on the preceding, no significant water quality impacts from the project's grading and construction activities are anticipated to occur.

#### *Project Operation Phase*

Operational-related activities of the proposed project (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) will generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Standards governing discharges to stormwater from project operation are set forth in the Standard Urban Storm Water Mitigation Plans (SUSMPs), which designate best management practices (BMPs) that must be used in specified categories of development projects. The SUSMPs include a list of best management practices (BMPs) for specific development categories, and a numeric design standard for structural or treatment control BMPs. The numeric design standard created objective and measurable criteria for the amount of runoff that must be treated or infiltrated by BMPs. The purpose of the SUSMPs is to control runoff both during and after construction. If required by the City, the project applicant would be required to prepare a SUSMP for the proposed improvements for City review and approval.

Furthermore, the project would be required to comply with the City's Water Utility Specifications, which are to be used as a guide by developers, engineers, and contractors in the design and installation of all additions, replacements, and modifications to the City of Compton's public water system.

Therefore, no significant water quality impacts are anticipated to occur.

### **Condition E: Adequate Utilities and Public Services**

The project site is in an urbanized area of the City that is already served by all necessary municipal utilities (i.e., water, wastewater, stormwater, solid waste) and public services (i.e., fire, police, schools). The development and operation of the proposed truck trailer parking/storage yard and repair and service wash facility as a result of the project would have a negligible impact on utility and public service capacity. Project implementation would not result in the need for new or expansion of existing utilities or public services.

Therefore, the proposed project would not result in significant effects related to utilities and public services and the proposed project meets Condition E.

### **Finding**

Since all criteria set forth in Section 15332 of the CEQA Guidelines have been met by the proposed project, the City of Compton finds that the proposed project is categorically exempt from CEQA under Class 32.

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