

Appendix A

Initial Study, Notice of Preparation and Comments

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2019080312**Project Title:** Modelo Project

Lead Agency: City of Commerce

Contact Person: Joseph Palombi

Mailing Address: 2535 Commerce Way

Phone: 323.722.4805 ext. 2389

City: Commerce, CA

Zip: 90040

County: Los Angeles

Project Location: County: Los Angeles

City/Nearest Community: Commerce

Cross Streets: Gage Avenue and Zindell Avenue

Zip Code: 90040

Longitude/Latitude (degrees, minutes and seconds): 33 ° 58 ' 18.94" N / 118 ° 07 ' 39.14" W Total Acres: 17.32

Assessor's Parcel No.: several; 6357-018-005

Section: 27

Twp.: 2S

Range: 12W

Base: San Berns

Within 2 Miles: State Hwy #: Interstate 5

Waterways: Rio Hondo River

Airports: N/A

Railways: N/A

Schools: Ellen Ochoa Prep School

Document Type:

CEQA: ☒ NOP
☐ Early Cons
☐ Neg Dec
☐ Mit Neg Dec

☐ Draft EIR
☐ Supplement/Subsequent EIR
 (Prior SCH No.)
 Other:

NEPA: ☐ NOI
☐ EA
☐ Draft EIS
☐ FONSI

Other: ☐ Joint Document
☐ Final Document
☐ Other:

Local Action Type:

☐ General Plan Update
☒ General Plan Amendment
☐ General Plan Element
☐ Community Plan

☒ Specific Plan
☐ Master Plan
☐ Planned Unit Development
☒ Site Plan

☐ Rezone
☐ Prezone
☐ Use Permit
☐ Land Division (Subdivision, etc.)

☐ Annexation
☐ Redevelopment
☐ Coastal Permit
 Other:

Development Type:☒ Residential: Units 825 Acres☐ Office: Sq.ft. Acres☒ Commercial: Sq.ft. 165,00 Acres☐ Industrial: Sq.ft. Acres☐ Educational: Acres☐ Recreational: Acres☐ Water Facilities: Type MGD☐ Transportation: Type☐ Mining: Mineral☐ Power: Type MW☐ Waste Treatment: Type MGD☐ Hazardous Waste: Type☐ Other:**Project Issues Discussed in Document:**

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☒ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs

☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities

☒ Recreation/Parks
☒ Schools/Universities
☒ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation

☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other:

Present Land Use/Zoning/General Plan Designation:

Land Use: Park, Vacant Lot; Zoning/General Plan: Public Facilities, Commercial Manufacturing

Project Description: (please use a separate page if necessary)

The City of Commerce (City) received a development application from Comstock Realty Partners (Project Applicant) for a mixed-use development including park and open space, residential, and commercial uses. The proposed Modelo Project (Project) includes the reconstruction of the existing Veterans Memorial Park and adjacent vacant parcel into a revitalized Veterans Memorial Park, 825 residential units, and approximately 165,000 square feet of entertainment retail. The Project site was previously used for landfill operations, and thus, a component of the Project involves remediation to allow for construction of the Project. Additionally, the Project would enhance transit connection to the Project site.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB #4 _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date August 19, 2019 Ending Date September 17, 2019

Lead Agency (Complete if applicable):

Consulting Firm: <u>Dudek</u>	Applicant: <u>Comstock Realty Partners, LLC</u>
Address: <u>38 North Marengo</u>	Address: <u>1801 Century Park East, Suite 1095</u>
City/State/Zip: <u>Pasadena, CA 91101</u>	City/State/Zip: <u>Los Angeles, CA 90067</u>
Contact: <u>Ruta K. Thomas, REPA</u>	Phone: <u>310.729.2929</u>
Phone: <u>626.204.9822</u>	

Signature of Lead Agency Representative: _____

Date: 08/13/2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

NOP Distribution List

A.H.

County:

Los Angeles

SCH# 2019080312

Resources Agency

Resources Agency

Nadell Gayou

☐ Dept. of Boating & Waterways
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☒ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

☐ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

☐ Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Wildlife M
William Paznokas
Marine Region

Other Departments

☐ California Department of Education
Lesley Taylor

☒ OES (Office of Emergency Services)
Monique Wilber

☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

☐ Dept. of General Services
Cathy Buck
Environmental Services Section

☒ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

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Erik Vink

☐ Delta Stewardship Council
Anthony Navasero

☐ California Energy Commission
Eric Knight

☒ Native American Heritage Comm.

Debbie Treadway

☐ Public Utilities Commission
Supervisor

☐ Santa Monica Bay Restoration
Guangyu Wang

☒ State Lands Commission
Jennifer Deleong

☐ Tahoe Regional Planning Agency (TRPA)
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Cal State Transportation Agency CalSTA

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☐ Caltrans - Planning
HQ LD-IGR
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☒ California Highway Patrol
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Office of Special Projects

Dept. of Transportation

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☒ Transportation Projects
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☐ California Department of Resources, Recycling & Recovery
Kevin Taylor/Jeff Esquivel

☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

☒ State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water

☒ State Water Resources Control Board
Div. Drinking Water #

☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

☐ State Water Resources Control Board
Phil Crader
Division of Water Rights

☒ Dept. of Toxic Substances
Control Reg. #
CEQA Tracking Center

☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

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Cathleen Hudson
North Coast Region (1)

☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

☐ RWQCB 3
Central Coast Region (3)

☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

☐ RWQCB 5S
Central Valley Region (5)

☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

☐ RWQCB 6
Lahontan Region (6)

☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

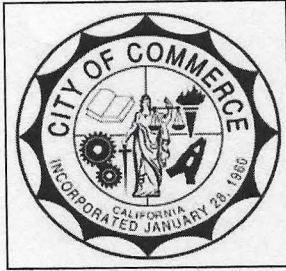
☐ RWQCB 7
Colorado River Basin Region (7)

☐ RWQCB 8
Santa Ana Region (8)

☐ RWQCB 9
San Diego Region (9)

☐ Other

☒ San Gabriel Lower L.A. Conservancy



**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
AND
NOTICE OF PUBLIC SCOPING MEETING**

ORIGINAL FILED
AUG 19 2019
LOS ANGELES COUNTY CLERK

To: All Interested Agencies, Organizations and Persons

From: The City of Commerce

Subject: Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

Project Title: Modelo Project

Project Proponent: Comstock Realty Partners, LLC

Project Address: 7316 Gage Avenue and 6364 Zindell Avenue, Commerce, CA 90040

Date of Notice: August 19, 2019

The City of Commerce (City) will be the Lead Agency and will require the preparation of an Environmental Impact Report (EIR) for the Modelo Project (the Project) proposed by Comstock Realty Partners, LLC. The City requests agencies' timely comments as to the scope and content of the EIR related to the agencies' responsibilities. For all interested agencies, organizations and persons, this scoping notice allows you an early opportunity to consult on the Project before preparation of the Draft EIR. Following preparation of the Draft EIR, there will be a later separate notice of the future opportunity to comment on the analyses of the Project in the Draft EIR.

The Project description, the potential environmental effects anticipated to be studied in the EIR, and the environmental factors not potentially affected that would not be addressed in the EIR are set forth in the Initial Study and summarized here. Also included below are the date, time, and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR. No decisions about the Project will be made at the Scoping Meeting. A copy of the Initial Study prepared for the Project is not attached due to its length, but is available for public review online at www.ci.commerce.ca.us, and in hard copy at City of Commerce Public Works and Development Services Department, 2535 Commerce Way, Commerce, California 90040.

PROJECT LOCATION AND SUMMARY DESCRIPTION: The Project is located in the southeast corner of the City, near the City's boundaries with Bell Gardens, Downey, Pico Rivera, and Montebello. The Project site is located immediately west of the Interstate 5

freeway, south of Zindell Avenue, and east of a single-family residential neighborhood located west of Avenida Aguascalientes, and north of the Rio Hondo River and Path. The approximately 17.32-acre Project site currently consists of the Veterans Memorial Park (6364 Zindell Avenue) and a vacant lot (7316 Gage Avenue) (Figure 1, Project Location).

The Project proposes the construction of a mixed-use development including park and open space, residential, commercial uses, and related amenities. The Project involves reconstruction of Veterans Memorial Park and an adjacent vacant parcel into a mixed-use development, including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses. Additionally, due to the previous use of the Project site as a landfill, the Project involves remediation to allow for safe implementation of the Project. The Project proposes to revitalize Veterans Memorial Park with new structures, a playground, a soccer and baseball youth sports complex, a library, a grass-stepped amphitheater, and additional outdoor green space. The Project would include 825 new residential units, comprised of a mixture of 25-50 townhomes for sale, and the rest for-rent apartment and townhouse style units. Additionally, the Project would include approximately 165,000 square feet of entertainment retail, including a multi-screen Cineplex, a gaming/bowling/family venue, and restaurants. Upon approval of the Project, the land use designation of the Veterans Memorial Park portion would change from Public Facilities to Commercial Manufacturing, with the corresponding Specific Plan zone (Figure 2, Conceptual Site Plan).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Mandatory Findings of Significance. These potential impacts will be addressed in the Draft EIR.

ENVIRONMENTAL FACTORS NOT POTENTIALLY AFFECTED: Based on the Initial Study, the following environmental factors do not need to be addressed in the Draft EIR: Agriculture and Forestry Resources, Mineral Resources, and Wildfire.

PUBLIC SCOPING MEETING DATE AND LOCATION: A Scoping Meeting will be held on August 24, 2019, from 9:00 A.M. to 12:00 P.M. at Veterans Memorial Park (6364 Zindell Avenue Commerce, California 90040).

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding environmental issues to be addressed in the Draft EIR. The Scoping Meeting will provide information regarding the proposed Project and the anticipated scope of analyses to be contained in the Draft EIR. Written comments may be submitted at the Scoping Meeting or at any time before the end of scoping on September 17, 2019.

The City of Commerce encourages all interested individuals and organizations to

meeting. Attendance at the Scoping Meeting is not required, and written comments on the scope of the Draft EIR by US mail or email are welcome at the City of Commerce Public Works and Development Services Department address provided below.

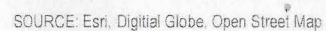
Written comments must be submitted to the City of Commerce by September 17, 2019 to be timely scoping comments for consideration in the preparation of the Draft EIR.

Please direct your comments by e-mail or U.S. mail to:

Joseph Palombi
2535 Commerce Way,
Commerce, California 90040
(323) 722-4805 ext. 2389
E-Mail: jpalombi@ci.commerce.ca.us

ATTACHMENTS:

1. Figure 1, Project Location
2. Figure 2, Conceptual Site Plan



Project Location



FIGURE 2
Conceptual Site Plan
Commerce Modelc Initial Study

SOURCE: Cornstock 2019

MAP NOT TO SCALE

DUDEK

Modelo Project Initial Study

Prepared for:

City of Commerce

Public Works and Development Services Department

2535 Commerce Way

Commerce, California 90040

Contact: Joseph Palombi

Prepared by:

DUDEK

38 North Marengo

Pasadena, California 91101

Contact: Ruta K. Thomas, REPA

AUGUST 2019

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
C/M1	Commercial/Manufacturing
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
CRHR	California Register of Historical Resources
EIR	environmental impact report
ELA	East Los Angeles
GHG	greenhouse gas
GIS	geographic information system
GWP	global warming potential
HCP	Habitat Conservation Plan
I-5	Interstate 5
IS/MND	initial study/mitigated negative declaration
LACSD	Los Angeles County Sanitation District No. 2
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
MND	Mitigated Negative Declaration
NB	northbound
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
PF	Public Facility
PM ₁₀	particulate matter with an aerodynamic diameter equal to or less than 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SB	southbound
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound
WQMP	Water Quality Management Plan

INTENTIONALLY LEFT BLANK

1 Introduction

1.1 Project Overview

The City of Commerce (City) received a development application from Comstock Realty Partners (Project Applicant) for a mixed-use development including park and open space, residential, and commercial uses. The proposed Modelo Project (Project) includes the reconstruction of the existing Veterans Memorial Park and adjacent vacant parcel into a revitalized Veterans Memorial Park, 825 residential units, and approximately 165,000 square feet of entertainment retail. The Project site was previously used for landfill operations, and thus, a component of the Project involves remediation to allow for construction of the Project. Additionally, the Project would enhance transit connection to the Project site.

The Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). In accordance with the State CEQA Guidelines, Section 15367 (14 CCR 15367), the City is the lead agency with principal responsibility for considering the Project for approval. The proposed Project requires a Development Agreement, a General Plan Amendment to change the land use designation from Public Facilities to Commercial, a Specific Plan/Zone Change, Master Sign Plan, a Vesting Tentative Tract Map, and environmental review in accordance with CEQA.

1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law contained in California Public Resources Code (PRC) Sections 21000–21177, applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies that have the potential to adversely affect the environment (PRC Section 21000 et seq.). The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental effects of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on a project. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an environmental impact report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

This Initial Study has been prepared by the City as the lead agency in accordance with the State CEQA Guidelines to evaluate the potential environmental effects and to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. The Initial Study has also been prepared to satisfy CEQA requirements of other agencies that may provide approvals and/or permits for the Project.

The City's Public Works & Development Services Department directed and supervised the preparation of this Initial Study. Although prepared with assistance from the consulting firm Dudek, the content contained within and the conclusions drawn by this Initial Study reflect the sole independent judgment of the City. Considering the Project has the possibility of creating a significant impact, the preparation of an EIR is required by CEQA. Furthermore, as required by State CEQA Guidelines Section 15126.6, the City will include the consideration and discussion of alternatives to the Project in the EIR.

1.3 Public Review Process

Pursuant to State CEQA Guidelines Section 15073, the Initial Study will be available for a public comment period of no less than 30 days from August 19, 2019 to September 17, 2019. In reviewing the Initial Study, affected public agencies and the interested public should focus on the sufficiency of the document in identifying the potential impacts of the Project on the environment. A hardcopy of the IS/MND is also available for public review during regular business hours at:

City of Commerce City Hall
Planning Public Counter
2535 Commerce Way
Commerce, California 90040

An electronic copy of the Initial Study can be viewed at: <http://www.ci.commerce.ca.us/index.aspx?NID=357>

In reviewing the Initial Study, interested members of the public should focus on the specific detail about the scope and content of the environmental information related to identifying and analyzing potential Project impacts on the environment. Comments on the Initial Study should be submitted by the end of the above-referenced 30-day public review period and must be postmarked by to September 17, 2019. Please submit written comments to Joseph Palombi at the City's address above, or via email to jpalombi@ci.commerce.ca.us.

2 Project Description

2.1 Project Location

The Project is located in the City of Commerce, within the south central portion of Los Angeles County (County), approximately six miles east of Downtown Los Angeles. The City is bounded by the cities of Montebello and Pico Rivera to the east, unincorporated East Los Angeles to the north, the cities of Vernon, Bell, and Maywood to the west, and the cities of Bell Gardens and Downey to the south. The Project site is located in the southeastern corner of the City, near the City's boundaries with Bell Gardens, Downey, Pico Rivera, and Montebello (Figure 1, Project Location).

The Project site is located immediately west of the Interstate 5 (I-5) freeway, south of Zindell Avenue, and east of a single-family residential neighborhood located west of Avenida Aguascalientes, and north of the Rio Hondo River and Path. The addresses associated with the Project site consist of 7316 Gage Avenue and 6364 Zindell Avenue. The Project site is comprised of the following four Assessor Parcel Numbers (APNs):

- 6357-018-005 (7.92 acres)
- 6357-018-904 – Parcel 1 (4.98 acres)
- 6357-019-904 – Parcel 2 (4.40 acres)
- 6357- 019-905 (.0199 acre)

2.2 Existing Setting

Surrounding Land Uses

The Project site is in a highly urbanized area and is surrounded by a mix of residential, commercial, industrial, and open space land uses. To the east, across the I-5 freeway, within the City of Montebello, are various commercial businesses. To the north, is a Denny's, Best Western Plus Commerce Hotel, and a warehouse (east of Zindell Avenue) and single-/multi-family dwellings (west of Zindell Avenue). To the west, there is a single-family residential neighborhood and neighborhood commercial center. To the south, is the Rio Hondo River and Path, and single-family dwellings within the City of Downey.

Project Site Conditions

The approximately 17.32-acre Project site currently consists of the Veterans Memorial Park and a vacant lot. The parcels comprising the Project site were previously part of a construction borrow-pit type of landfill created for, and during, the construction of the I-5 freeway. The native soil was removed from the Project site and placed within the footprint of the I-5 freeway. The landscape and structures that were previously within the footprint of the I-5 freeway were razed and placed in the hole where native soil on the Project site had been removed. The landfill operated between 1948 to 1954, before being covered and redeveloped. Limited outside waste was accepted during this period of time.

The Veterans Memorial Park was constructed between 1965 and 1970, and consists of a baseball diamond, two basketball courts, a community center, a parking lot, and miscellaneous outdoor recreational spaces. Due to the age of Veterans Memorial Park, the utility of the improvements made are deteriorating and the outdoor

spaces are aging. In addition, the existing community center has been shuttered due to structural and safety issues, and temporary trailers are used in lieu of the community center. Over time, much of the ground surface at the Veterans Memorial Park, which is sitting atop the landfill material from 1954, have settled over the weight of different types of debris. The vacant lot to the east of Veterans Memorial Park has been vacant since 1988, at which time an industrial structure that was formerly the International Paper (grocery bag) factory was demolished. The vacant lot is paved with asphalt and concrete (Figure 2, Existing Site Conditions).

General Plan and Zoning

The City of Commerce General Plan Land Use Plan was adopted in January 2008 to establish and maintain an orderly pattern of development in the City, utilize land use classification as a means to implement the City's land use policies, identify permitted land uses and their location and distribution, and establish standards for development density and intensity. The City is currently in the process of updating its General Plan; however since the new General Plan has not yet been adopted, this discussion will only refer to the General Plan adopted in 2008. The City's General Plan Land Use Map designates the Veterans Memorial Park as Public Facilities and the vacant lot as Commercial Manufacturing (City of Commerce 2009). School sites, government offices, utility and transportation easements, and libraries all fall within the Public Facilities land use designation. This designation corresponds with the Public Facility (PF) zone designation. The Commercial Manufacturing designation is designed to encourage a balanced mix of commercial, office professional, and light manufacturing uses along a number of high visibility traffic corridors. This land use designation corresponds to the Commercial/Manufacturing (C/M1) zone district (City of Commerce 2008).

The Veterans Memorial Park is zoned PF and the vacant lot is zoned C/M1 (City of Commerce 2015) (Figure 3, Zoning Map). The PF zone is intended to provide adequate space for public and quasi-public community facilities. Permitted uses within the PF zone include municipal and other government buildings, public educational facilities, religious facilities, and recreational areas (City of Commerce 2018). The C/M-1 zone is intended to concentrate commercial and light industrial uses along major arterials and in other areas that are easily accessible. The industrial uses considered appropriate in the C/M-1 zone are limited to support services, such as machine shops and some light manufacturing. Commercial or industrial uses that might create offensive levels of noise, air pollution, glare, radioactivity or other nuisances are prohibited from this zone (City of Commerce 2018).

Transportation and Transit

Major streets surrounding the Project site include Slauson Avenue, Telegraph Road, Gage Avenue, Garfield Avenue, and Florence Avenue. The I-5 freeway and the Los Angeles Metropolitan Transportation Authority's (Metro) Gold Line railway provide regional access in the City. The I-5 freeway, an eight-lane-above-grade facility, runs northwest to southeast through the City and is located approximately 60 feet to the Project site's eastern boundary. Local access to the Project site is provided via the I-5 freeway northbound (NB) and southbound (SB) ramps at Slauson Avenue. The Metro Gold Line's eastern terminus at the Atlantic Station in East Los Angeles is approximately 4.34 miles northwest of the Project site. From the Atlantic Station, several Metro Local Lines would connect to the Project site. Metro Local Line stops located within 0.5-mile of the Project site include Line 62 at Telegraph Road and Slauson Avenue and Line 108 at Slauson Avenue and Gage Avenue. Additionally, Commerce Bus Line stops located within 0.5-mile of the Project site include the Orange Route stop at Eastern Avenue and Washington Boulevard, the Green Route stop at Kuhl Drive and Zindell Avenue, and the Yellow Route at Greenwood Avenue and Gage Avenue.

Metro is preparing a Supplemental/Recirculated Draft EIR for the Eastside Transit Corridor Phase 2 Project, which proposes to extend the Gold Line further east from its current terminus at the Atlantic Station in East Los Angeles

to South El Monte via State Route (SR-) 60 and/or Whittier along Washington Boulevard in Pico Rivera. The proposed Washington Boulevard extension would place a station at Washington Boulevard and Rosemead Boulevard, approximately 1.6 miles northeast of the Project site. Metro anticipates releasing a draft environmental document for public review and comment in 2021, followed by public hearings in the project area to gather community input and comments on the draft environmental document (Metro 2019) (Figure 4, Eastside Transit Corridor Phase 2 Project).

2.3 Proposed Project

The Project involves reconstruction of Veterans Memorial Park and an adjacent vacant parcel into a mixed-use development, including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses (Figure 5, Conceptual Site Plan). Additionally, due to the previous use of the Project site as a landfill, the Project involves remediation to allow for safe implementation of the Project. The Project proposes to revitalize Veterans Memorial Park with new structures, a playground, a soccer and baseball youth sports complex, a library, a grass-stepped amphitheater, and additional outdoor green space. The Project would include 825 new residential units, comprised of a mixture of 25-50 townhomes for sale, and the rest for-rent apartment and townhouse style units. Additionally, the Project would include approximately 165,000 square feet of entertainment retail, including a multi-screen Cineplex, a gaming/bowling/family venue, and restaurants (Figure 6a, Project Rendering Northeast View; Figure 6b, Project Rendering Southwest View). Upon approval of the Project, the land use designation of the Veterans Memorial Park portion would change from Public Facilities to Commercial Manufacturing, with the corresponding Specific Plan zone.

Veterans Memorial Park

The new structures proposed as part of the new Veterans Memorial Park include a 30,000-square-foot Community Center, a 15,000-square-foot sports structure, and a 4.75-acre youth sports field complex and public open area (Sports Complex), located on the eastern portion of the Project site along the I-5 freeway. The Community Center would include community services, a library, a computer lab, a day-care center, a senior center, and meeting rooms. Additionally, the 15,000-square-foot sports structure would be two stories in height, including volleyball, basketball, and futsal soccer. The Sports Complex would be comprised of youth-sized soccer and baseball fields to accommodate local and regional league and tournament matches, an all-inclusive playground, and open green space. The green space would lead towards the grass-stepped amphitheater, which includes concrete bench steps. The Project also proposes an art component, including a 5,000-square-foot Latino Museum, and murals.

Residential

The 825 residential units would be split into several Type 5a, 5b and 3b construction structures of varying heights on the western portion of the Project site. Townhomes would be constructed as Type 5a or 5b, varying from two to three stories in height, and would be no more than 35 feet in height to the roof parapet. A private pool for townhome owners would be located in close proximity to the proposed townhomes. Parking is proposed as a combination of in-unit grade-level garage and subterranean parking accessible from the structure beneath the for-rent apartment units.

The apartment and townhouse for-rent units would vary from 35 feet to 65 feet in height to the roof parapet. Private access pools would be allocated to every two residential structures. Each structure would include its own event

spaces, amenity rooms, package rooms, and bicycle storage areas. Direct, private access from subterranean parking to each residential building would be provided.

Entertainment Retail

The entertainment retail component of the Project would consist of two structures located along the north and east edges of the site. The uses proposed within the entertainment retail portion includes approximately 92,000 square feet for a movie theatre, approximately 16,000 square feet for restaurant uses, approximately 20,000 square feet for an entertainment/arcade, approximately 15,000 square feet for a grocery store, and approximately 6,000 square feet for a pharmacy.

Parking and Site Access

The Project would provide 1.5 parking spaces per unit, so a total of 1,275 spaces, 50 of which would be above-grade, and 75 of which would be loading-zone spaces. The Project would provide approximately 525 spaces for commercial uses. The subterranean parking structure would be constructed beneath the retail, Community Center, and residential living areas. Public access would be provided for the Community Center and retail visitors. Private access would be provided for residential uses. Passenger vehicle access to the Project site would occur from either the Gage Avenue driveway on the eastern parcel, or from the end of Zindell Avenue into the western parcel. Vehicular traffic from retail and park services would be routed through the Gage Avenue driveway, and directed away from residential uses.

Transportation and Transit

The Project proposes to add a Commerce Bus Line stop at Veterans Park, near the Community Center and retail uses, on the eastern portion of the Project site. Additionally, a connection from the Commerce Bus Line to the proposed Washington Boulevard Metro Gold Line Extension, at Washington Boulevard and Rosemead Boulevard in the City of Pico Rivera, would provide access to the Project site. The Project proposes to enhance the existing bus stops at Slauson Avenue and Gage Avenue through additional shade, seating, and signage.

Bicycle parking for visitors and residents would be provided throughout the Project site. Bicycle path traffic from the Rio Hondo Bike Path would be encouraged to use the new Veterans Park amenities, as well as the proposed entertainment retail uses.

Sustainability

The Project would include energy-saving and sustainability goals, aiming to optimize building performance and enhance interior environments to promote health and well-being. Some of these features include:

- UVA and UVB-resistant windows and glass/glazing throughout the Project
- Maximally-filtered mechanical ventilation systems in all structures
- Reclaimed water usage in landscaping and outdoor space irrigation
- Low-water usage and native planting throughout the landscaping
- Maximum shade for residential windows and retail spaces, provided by trees, awnings, and louvers, to reduce energy usage (designed according to solar patterns)
- Turf versus living grass in high foot-traffic areas of youth sports complex and Veterans Park

- Connection to City of Commerce's Community Choice Provider Energy Purchasing Program
- Solar-path driven design of pool and window locations to reduce need for cooling and heating
- Low-vapor flooring, wall-coating, and paint materials throughout the Project
- Light Emitting Diode (LED) and low-energy light fixtures and bulbs throughout the Project
- Low petroleum-content paving throughout the Project
- Energy provided by Photo-voltaic cells, where possible.
- Managed cooling systems provided by ventilation, where and when seasonally possible.
- Highly insulated roof membranes and structures
- LEED status
- Electric car chargers

2.4 Project Objectives

The primary objectives of the Project include the following:

- Create a welcoming pedestrian-friendly contemporary village that will complement and enhance the City of Commerce and Southeast Los Angeles community.
- Provide an attractive lifestyle for residents, as well as draw visitors to the public space, youth sports complex, all-inclusive playground, and entertainment options from all over Southern California.
- Provide a revitalized Veterans Memorial Park with new structures, an all-inclusive playground, a contemporary soccer and baseball youth sports complex, a contemporary library, and ample outdoor green space to maximize opportunities for community events and services.
- Create open and green public spaces that will integrate the Project's community space with the mixed-use entertainment/retail and residential structures.
- Enhance transit connections by and between the City of Commerce and Metro bus services and the future Metro Gold Line extension planned for Washington Boulevard in Pico Rivera.
- Create a progressive, forward-looking and vibrant community that is a desirable place for people to live, work, and play, all while offering robust community services for all.
- Provide connections to the Rio Hondo River and Path, as well as the surrounding neighborhood.
- Transform a deteriorating public park and vacant industrial lot into a 21st-Century mixed-use development that integrates vitally important public community uses with robust private development.
- Remediate, remove, and clean the former on-site landfill to provide a safer environment for future park visitors and residents.
- Provide new residential units comprised of a mixture of townhomes for sale and for-rent apartment and townhouse style units.
- Provide leading-edge environmentally friendly features in an effort to reduce the use of non-sustainable energy, reduce the Project's overall carbon footprint, encourage an outdoor and pedestrian lifestyle, and limit the visitors' and residents' exposure to harmful pollution.

2.5 Project Construction

Remediation

A Remedial Action Plan for the vacant lot on the Project site was approved in August 2016 by the Los Angeles Regional Quality Control Board (RWQCB), and would be amended and expanded to include remediation of the entire Project site. Remediation of the Project site involves the excavation and removal of all former landfill debris and contaminated soils to an approximately 20-foot depth. The excavation of soils is estimated to be approximately 380,000 cubic yards (cy) that would be transferred to a RWQCB-approved landfill site in Southern California. Upon removal, the Project's soil-bottoms and sidewalls would be tested to ensure all contaminants and debris have been removed.

Construction

Once the RWQCB has deemed remediation to be complete, construction of the Project could proceed. The initial construction process entails construction of separate subterranean parking structures beneath the retail, community center, and residential living areas. The next phase involves developing the topography of the proposed green spaces. Next, the Community Center, entertainment retail uses, and Phase I of the 400-450 residential units would be constructed. As the final phase (Phase II) of the Project, the additional 400 residential units would be constructed.

Project construction would entail demolition and grading of the Project site, followed by construction of the proposed uses. Construction of the Project is anticipated to commence in May 2020 and would terminate in April 2023. Construction activities would include demolition, site preparation, grading/earthwork, building construction, paving, and architectural coating. During the most intensive phase of construction, approximately 105 workers would be required per day and approximately 64 truck trips would occur per day. Off-road construction equipment that would be used during construction would include an excavator, a skid steer loader, rollers, air compressors, a forklift, and a crane.

It is estimated that the Project would require excavation to approximately 20 feet below ground surface. The total cut for the Project would involve approximately 380,000 cubic yards (cy) of earthwork materials, which would be exported from the Project site. The total fill required for the Project would include approximately 85,000 cy of earthwork materials, which would be imported to the Project site.

2.6 Required Approvals

The City of Commerce is expected to use the EIR in its decision-making relative to the Project. The required discretionary approvals that are sought by the City of Commerce include the following:

- Development Agreement
- General Plan Amendment (change the land use designation from Public Facilities to Commercial)
- Specific Plan/Zone Change
- Master Sign Plan
- Vesting Tentative Tract Map
- Approval of the Project and Certification of the Final EIR
- Construction, Building, Grading, and Occupancy Permits

Approvals from other agencies may also be required and are listed as follows:

- State Water Resources Control Board – Project Applicant must submit a Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit
- Los Angeles RWQCB – Approval of updated Remediation Action Plan for the entire Project
- Los Angeles County Fire Department – Plan approval
- Los Angeles County Sheriff's Department – Plan approval
- Utility providers – Utility connection permits

2.7 References

City of Commerce. 2008. *City of Commerce 2020 General Plan*. Adopted January 2008.

<http://www.ci.commerce.ca.us/DocumentCenter/Home/View/152>.

City of Commerce. 2009. "Land Use Map." Printed August 6, 2009. <http://www.ci.commerce.ca.us/DocumentCenter/Home/View/349>.

City of Commerce. 2015. "Zoning Map." Revision December 29, 2015. <http://www.ci.commerce.ca.us/DocumentCenter/View/4486><http://www.ci.commerce.ca.us/DocumentCenter/View/4486>.

City of Commerce. 2018. City of Commerce Municipal Code Title 19 Zoning. Current through April 24, 2018. https://library.municode.com/ca/commerce/codes/code_of_ordinances?nodeId=TIT19ZO.

Comstock. 2019. "Draft Project Description." July 19, 2019.

Metro. 2019. "Eastside Transit Corridor Phase 2." Accessed July 29, 2019. https://www.metro.net/projects/eastside_phase2/.

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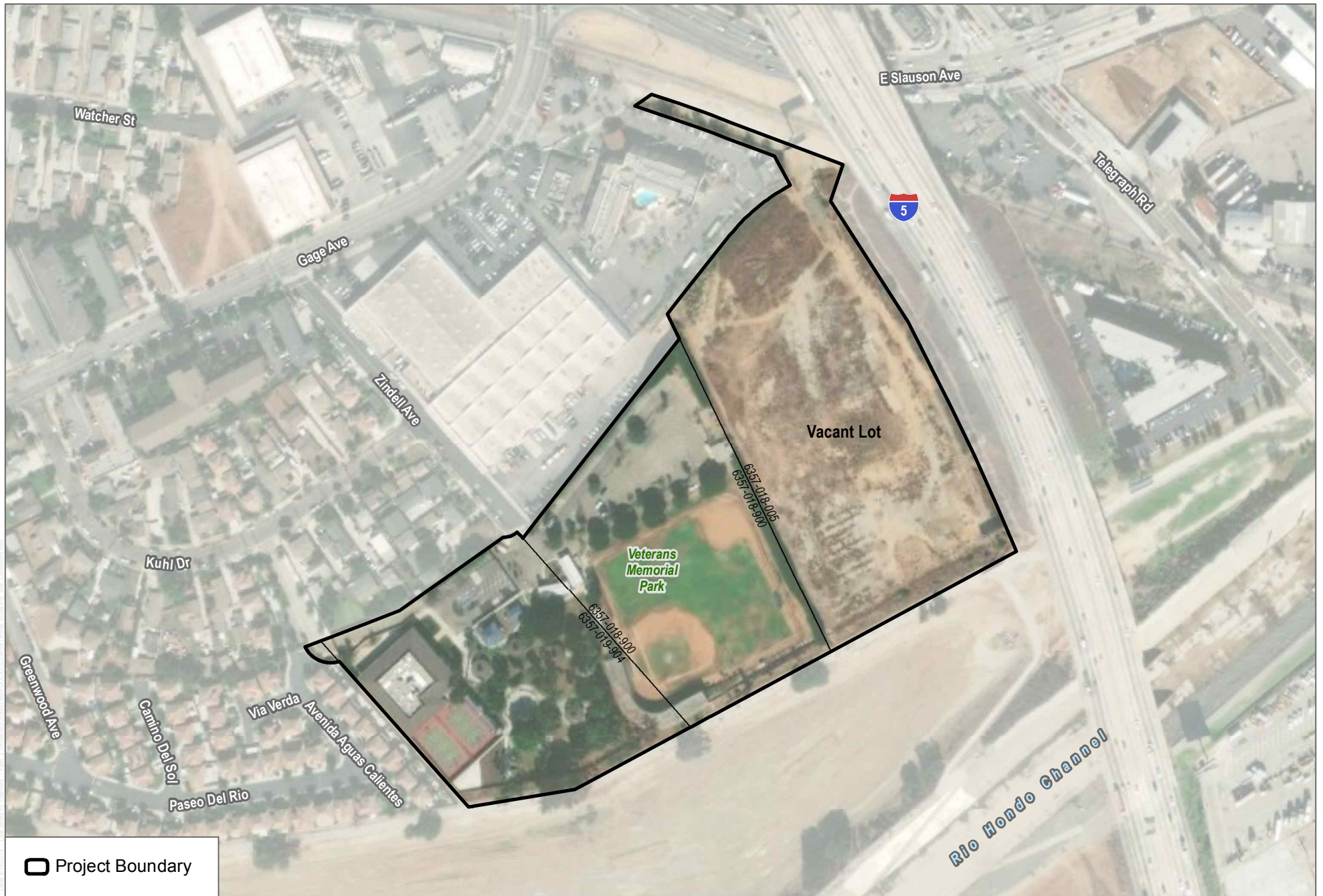
SOURCE: Esri, Digital Globe, Open Street Map

FIGURE 1

Project Location

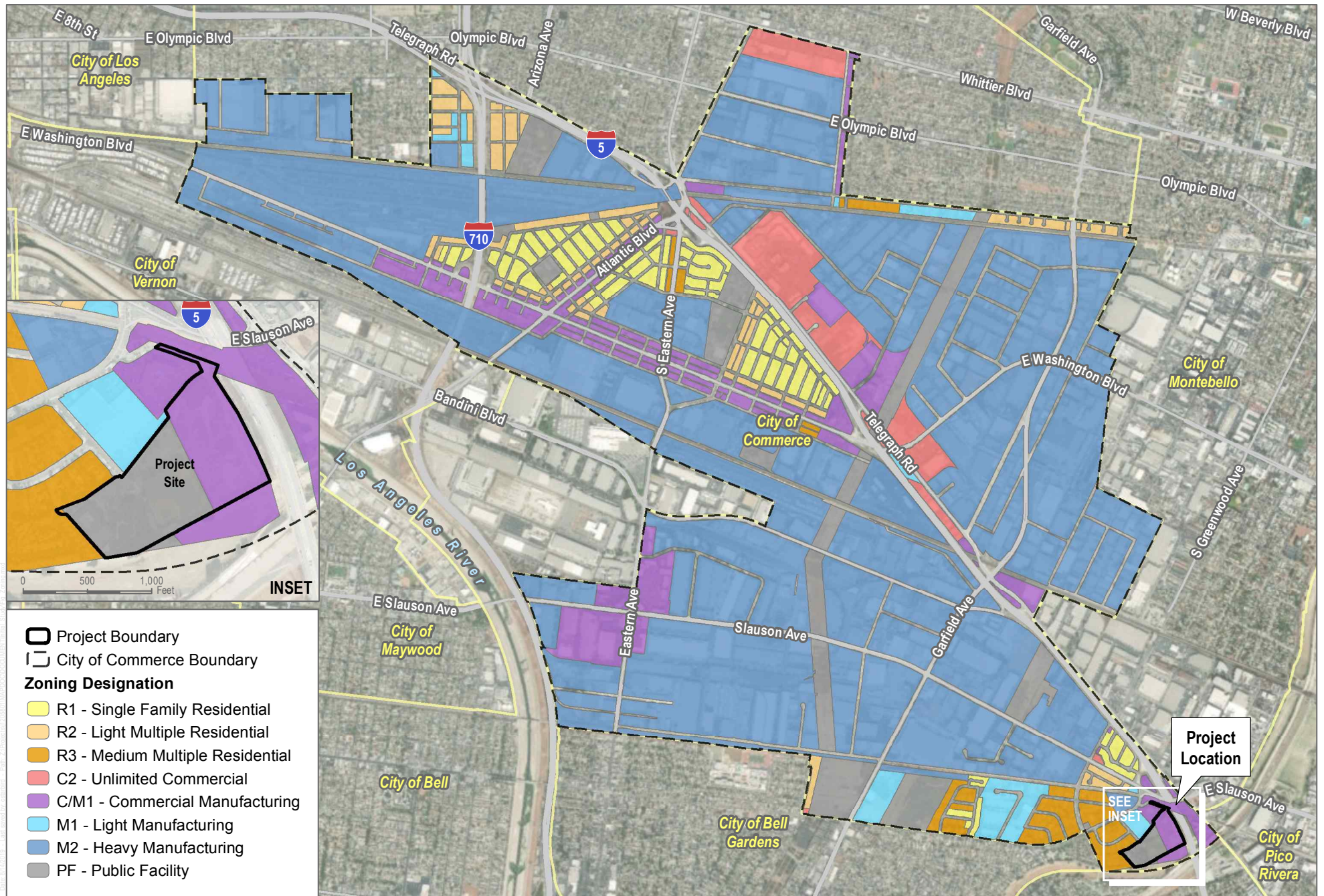
Commerce Modelo Initial Study

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SOURCE: Esri, Digital Globe, Open Street Map

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SOURCE: Esri, Digital Globe, Open Street Map, SCAG 2016

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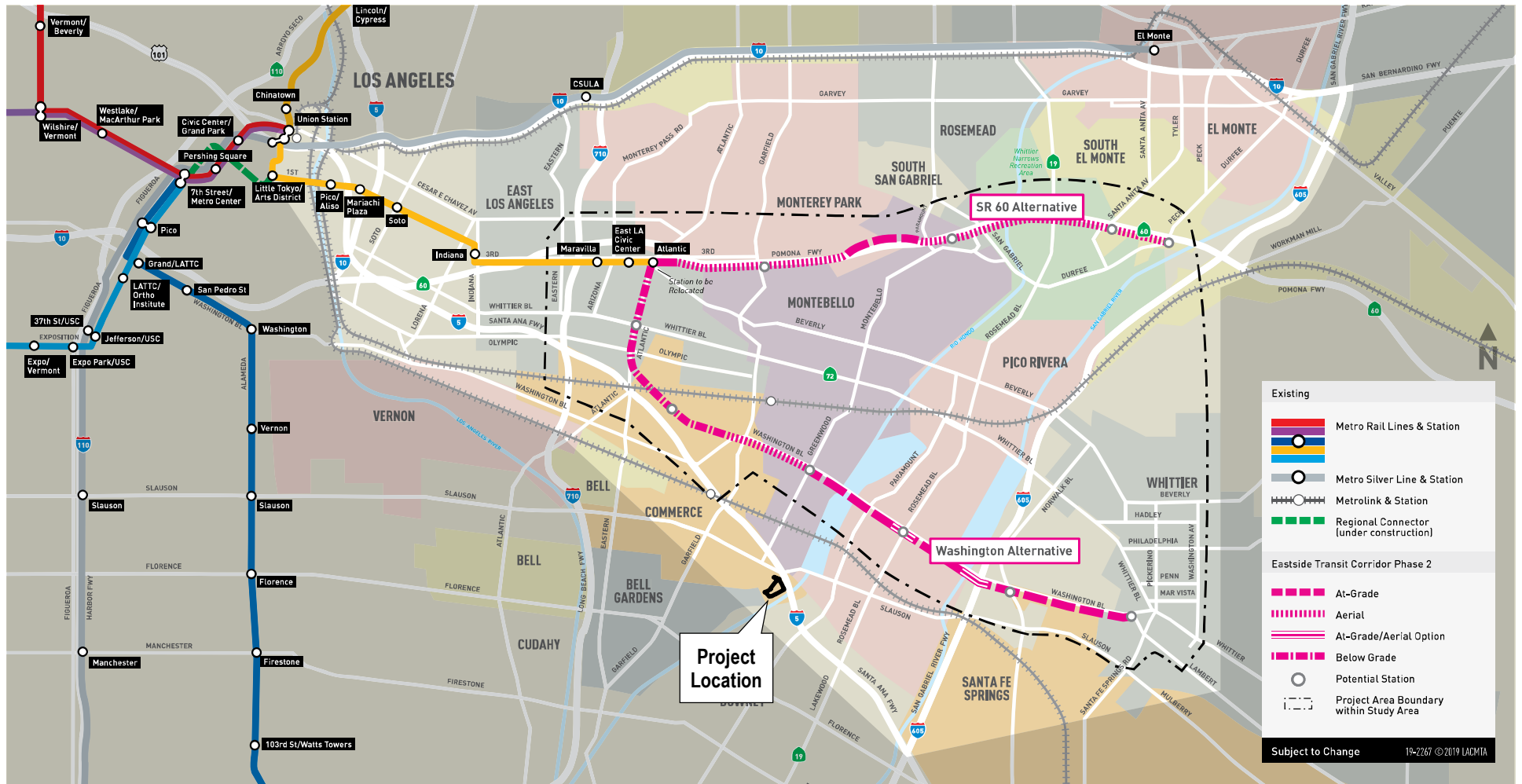
0 1,650 3,300 Feet

FIGURE 3

Zoning Map

Commerce Modelo Initial Study

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MAP NOT TO SCALE

SOURCE: METRO 2019

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FIGURE 4

Eastside Transit Corridor Phase 2 Project

Commerce Modelo Initial Study

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© Project 2019. All rights reserved. This is a conceptual rendering and not a final design. It is for informational purposes only.

SOURCE: Comstock 2019

DUDEK

FIGURE 6A
Project Rendering Northeast View
Commerce Modelo Initial Study

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SOURCE: Comstock 2019

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FIGURE 6B

Project Rendering Southwest View

Commerce Modelo Initial Study

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3 Initial Study Checklist

1. Project title:

Modelo Project

2. Lead agency name and address:

City of Commerce
Public Works and Development Services Department
2535 Commerce Way
Commerce, California 90040

3. Contact person and phone number:

Joseph Palombi, 323.722.4805, ext.2389

4. Project location:

7316 Gage Avenue and 6364 Zindell Avenue, Commerce, CA 90040

5. Project sponsor's name and address:

Comstock Realty Partners, LLC
1801 Century Park East, Suite 1095
Los Angeles, California 90067

6. General plan designation:

Veterans Memorial Park: Public Facilities
Vacant Lot: Commercial Manufacturing

7. Zoning:

Veterans Memorial Park: PF
Vacant Lot: C/M1

8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

See Section 2 above.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

See Section 2 above.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

See Section 2.6 above.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Yes, see Section 3.18 for details.

Environmental Factors Potentially Affected

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

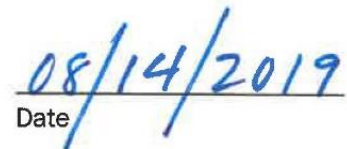
- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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


Signature


Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The City's General Plan does not identify any designated scenic vistas (City of Commerce 2008). The viewshed experienced from public areas in the vicinity of the Project site is dominated by views of commercial and residential development, and the I-5 freeway. The Project area is largely built out and lacks any notable topographical features in the vicinity. While the Rio Hondo River and Path are located south of the Project site, views of the Rio Hondo River and Path from the adjacent neighborhood are currently screened by the Project site. Other topographical features in the broader Project area include the Montebello Hills located 5 miles to the northeast, the Puente Hills located 6 miles to the east, and the San Gabriel Mountains located 16 miles to the northeast. However, given the distance and relatively flat topography of the Project area, public views of these resources are obstructed from many vantage points by existing topography, trees, and multi-story buildings. Additionally, given the height of the proposed buildings relative to the heights of existing buildings within the City, the Project would not alter views from hillsides or mountain ranges looking towards the Project site. Thus, the Project would not impact distant views.

The Project site and immediately surrounding area is highly urbanized. A portion of the Project site is developed with the Veterans Memorial Park, and the undeveloped parcel to the east was previously occupied by an industrial structure, which has been demolished. As a result, there are no natural features within the Project site and the Project would not adversely affect a scenic vista. Preservation of public views

is encouraged by the Project, and the enhancement of views through the incorporation of connection between the surrounding residential community and the Rio Hondo River and Path. Therefore, impacts associated with substantial adverse effects on a scenic vista would be **less than significant**, and this issue will not be further discussed in the EIR.

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 site is in a predominately urbanized area that does not contain scenic resources, such as trees and rock outcroppings. The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of the City of La Cañada Flintridge (Caltrans 2011). The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 17 miles northwest of the Project site. Due to this distance, the proposed Project site is not within the viewshed of this State Scenic Highway. Therefore, **no impact** on scenic resources within a state scenic highway would occur as a result of implementing the Project, and this issue will not be further discussed in the EIR.

c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Potentially Significant Impact. The Project site is located immediately west of the I-5 freeway, south of Zindell Avenue, and east of a single-family residential neighborhood located west of Avenida Aguascalientes, and north of the Rio Hondo River and Path. As such, the Project site is located in an urbanized area. The Veterans Memorial Park is zoned PF and the vacant lot is zoned C/M1. The proposed Project is requesting a General Plan Amendment and Zone Change to change the land use designation and zoning of the Veterans Memorial Park parcel from PF to Specific Plan. The proposed development would represent a change in visual character at the Project site, and the increased height of the proposed Project relative to existing structures on the Project site would generate new levels of shade and shadow in the project vicinity, which could affect shading experienced by surrounding development. Therefore, the Project could conflict with applicable zoning requirements and other regulations governing scenic quality. This issue is **potentially significant** and will be further discussed in the EIR.

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

Potentially Significant Impact. Currently there are numerous sources of nighttime lighting in the surrounding areas, including nighttime lighting from the existing commercial, single-family and multi-family residential properties north and west of the Project site; and nighttime automobile lights from the I-5 freeway. Project construction could introduce light and glare during short-term construction activities. However, Project construction would occur eight hours a day, five days a week, in compliance with the City's Noise Ordinance, and any lighting from construction activities would cease upon construction completion. The Project would have light sources associated with urban areas, such as indoor lighting emanating from building interiors through windows. The proposed lighting would be directed, oriented, and shielded to prevent light from shining onto the nearby residences in accordance with Section 19.19.130, Light and Glare of the City's Municipal Code (City of Commerce 2018). Despite the Project site being in an urban setting with existing

sources of light and glare, implementation of the Project could create new sources of light or glare within the Project area. Therefore, impacts are considered **potentially significant** and this issue will be further discussed in the EIR.

References

Caltrans (California Department of Transportation). 2011. Caltrans Officially Designated Scenic Highways. Accessed June 10, 2019: http://www.dot.ca.gov/hq/LandArch/scenic_highways/lanegles.htm.

City of Commerce. 2008. *City of Commerce 2020 General Plan*. Adopted January 2008. <http://www.ci.commerce.ca.us/DocumentCenter/Home/View/152>.

City of Commerce. 2018. City of Commerce Municipal Code Title 19 Zoning. Current through April 24, 2018. https://library.municode.com/ca/commerce/codes/code_of_ordinances?nodeId=TIT19ZO_CH19.19SIPL_GEDEST_19.19.130LIGL.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. The Project site and surrounding areas are characterized by features typical of an urban landscape. As shown on the Los Angeles County Important Farmland map, the Project site does not include any sites mapped by the Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2017). Implementation of the proposed Project would not involve changes that could result in conversion of farmland to non-agricultural use, as no agricultural uses or farmland exist on the Project site or in proximity to the Project site. Furthermore, the Project site is already graded and highly disturbed. Therefore, the Project would not convert Farmland to non-agricultural uses, and **no impact** would occur as a result of the Project. This issue will not be further analyzed in the EIR.

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

No Impact. The Veterans Memorial Park is zoned PF and the vacant lot is zoned C/M1 (City of Commerce 2015). The PF zone includes municipal and other government buildings, public educational facilities, religious facilities, and recreational areas, and the C/M-1 zone includes commercial and industrial uses. As shown on the Los Angeles County Williamson Act Fiscal Year 2015/2016 map, no areas that are under a Williamson Act contract exist on the Project site or in the vicinity of the Project site (California Department of Conservation 2016). For these reasons, implementation of the Project would not conflict with existing zoning for agricultural use, as none exist in the area, nor would it conflict with a Williamson Act contract, as none exist in the area. **No impact** to Williamson Act contract lands or land zoned for agricultural uses would occur as a result of the Project, and this issue will not be further analyzed in the EIR.

- 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. The City's General Plan Land Use Map designates the Veterans Memorial Park as Public Facilities and the vacant lot as Commercial Manufacturing (City of Commerce 2009). The corresponding zoning for these land uses are PF and C/M-1, respectively. The list of allowable land uses contained in the City's Zoning Ordinance for PF and C/M-1 zones does not include any timberland or forest land uses (City of Commerce 2018). No forest land, timberland, or Timberland Production areas are located within or

adjacent to the Project site. Therefore, the Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The Project would be implemented on a developed parcel, and previously developed parcel that is surrounded by developed areas. **No impact** to forest land or timberland would occur as a result of the Project, and this issue will not be further analyzed in the EIR.

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

No Impact. As characterized above, no forest land is located within the Project site or in the vicinity of the Project site, as the area is urbanized and developed with commercial and residential uses. No forest land would be converted or otherwise affected by the Project, and **no impact** would occur as a result of the Project, and this issue will not be further analyzed in the EIR.

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 characterized above, no farmland or forest land is located in the Project site or within the vicinity of the Project site, as the area is urbanized and developed with commercial and residential uses. No farmland or forest land would be converted or otherwise affected by the Project, and **no impact** would occur as a result of the Project. This issue will not be further analyzed in the EIR.

References

- California Department of Conservation. 2016. *Los Angeles County Williamson Act FY 2015/2016*. [map]. 1:120,000. Sacramento, CA: California Department of Conservation, Division of Land Resource Protection. 2016. Accessed August 3, 2019, 2019. http://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx.
- City of Commerce. 2009. "Land Use Map." Printed August 6, 2009. <http://www.ci.commerce.ca.us/DocumentCenter/Home/View/349>.
- City of Commerce. 2015. "Zoning Map." Revision December 29, 2015. <http://www.ci.commerce.ca.us/DocumentCenter/View/4486><http://www.ci.commerce.ca.us/DocumentCenter/View/4486>.
- City of Commerce. 2018. City of Commerce Municipal Code Title 19 Zoning. Current through April 24, 2018. https://library.municode.com/ca/commerce/codes/code_of_ordinances?nodeId=TIT19ZO.
- FMMP (Farmland Mapping and Monitoring Program). 2017. *Los Angeles County Important Farmland 2016*. [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. July 2017. Accessed August 3, 2019. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. A significant impact may occur if the Project is not consistent with the applicable air quality plan or would interfere with implementation of the policies of that plan. The Project site is within the South Coast Air Basin (SCAB), and the applicable plan is the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD). Construction and operation of the Project could result in an increase in emissions by increasing the intensity of development at the Project site, which could conflict with the Air Quality Management Plan. As such, impacts are considered **potentially significant** and this issue will be further analyzed in the EIR.

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. Construction emissions associated with development of the proposed mixed-use development would temporarily emit pollutants to the local airshed from dust and on-site equipment, construction worker vehicles, delivery trucks, and off-site haul trucks. Volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), and sulfur oxides (SO_x) emissions are the main pollutants that would result from construction. Project operation would also emit pollutants associated with vehicular traffic, area sources (consumer products, architectural coatings, landscaping equipment), and energy sources (natural gas, appliances, and space and water heating).

The SCAB is designated as a nonattainment area for national and California O₃ and PM_{2.5} standards (CARB 2017; EPA 2017). The Project would generate VOC and NO_x emissions (which are precursors to ozone) and emissions of PM_{2.5}. Further analysis will be required to determine the Project's potential to result in a cumulatively considerable net increase of these criteria pollutants. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. There are sensitive receptors (residences) located immediately north and west of the property line of the Project site. The Project may generate toxic air contaminant emissions during construction of the Project from construction equipment and diesel vehicles. Additionally, the operational emissions associated with the Project could expose sensitive receptors to pollutant concentrations as well. Further analysis is required regarding the air pollutant emissions that would result from the Project, and whether it would be substantial. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed 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. Construction and operation of the Project could create objectionable odors. Construction odors may result from diesel equipment and gasoline fumes. During operation, odors may be produced by waste and chemicals used during cleaning and maintenance. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

References

CARB (California Air Resources Board). 2017. "Area Designation Maps/State and National." Last updated October 18, 2017. <https://www.arb.ca.gov/desig/adm/adm.htm>.

EPA (U.S. Environmental Protection Agency). 2017. "EPA Green Book." Last updated September, 2017. <https://www.epa.gov/green-book>.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – 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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. The City is urbanized and generally lacks suitable habitat for special-status species. The Project site is in a largely developed portion of the City. Under the existing conditions, the Project site supports limited, ornamental landscaping typical of an urban area. The vegetation on site is ornamental in nature and does not include special-status plants. Furthermore, this vegetation would not be expected to serve as suitable habitat for special-status wildlife species. Although a portion of the Project site is currently used for open space as part of the Veterans Memorial Park, this site has been subject to disturbance as a result of the previous landfill and construction of the I-5 freeway. Similarly, the area between the Project site and the Rio Hondo River consists of disturbed, non-native species, which likely does not contain suitable habitat for special-status species. Nonetheless, the presence or non-presence of special-status species within the Project area will be confirmed. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project site has been subject to previous site disturbance as a result of the previous landfill and construction of the I-5 freeway. The Project site supports limited ornamental vegetation consisting of ornamental trees, grasses, and shrubs. Because the vegetation is ornamental in nature and is situated in an urban environment, it does not constitute a sensitive natural community in and of itself. Nonetheless, to determine the proposed Project's potential to adversely affect a riparian or other sensitive natural community, a biological site assessment would be conducted. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- 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?*

Potentially Significant Impact. The Project site does not support any wetland areas. Based on a review of the USFWS National Wetlands Inventory, the Project site does not contain any blue-line streams or wetland habitats (USFWS 2019b). The Rio Hondo River is located to the south of the Project site. Additionally, the between Project site and the Rio Hondo River is a 16.26-acre Freshwater Pond habitat. Although the Project would not result in direct removal, filling, hydrological interruption, or other means of impact to the Rio Hondo River, further analysis is required to determine the proposed Project's potential off-site impacts. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project site is located within a developed, urbanized area. There are no wetlands or running waters within the Project site, and therefore, the Project would have no potential to affect the movement of migratory fish. However, the Project site contains trees that would have the potential to provide nesting areas for migratory or nesting birds. The EIR will further examine impacts to migratory wildlife (namely, nesting birds). Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The City has an adopted Tree Policy that provides guidelines for the protection and preservation of trees planted within the City's rights-of-way and at City facilities (Municipal Code Section 12.06, City Trees). The Project considers the removal of trees within Veterans Memorial Park, an existing City facility. As such, further analysis is required to determine the Project's ability to conflict with local policies protecting biological resources. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

No Impact. According to the USFWS's Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) Planning Areas identified in the Southern California Map and the California Regional Conservation Plans Map, the Project site is neither located within a NCCP nor a HCP (CDFW 2018). As such, there would be **no impact**. This issue will not be analyzed further in the EIR.

References

CDFW (California Department of Fish and Wildlife). 2018. California Regional Conservation Plans Map. Accessed August 5, 2019. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans>.

USFWS (United States Fish and Wildlife Service). 2019. National Wetlands Inventory, *Wetlands Mapper*. Accessed August 5, 2019. <http://www.fws.gov/wetlands/Data/Mapper.html>.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The Veterans Memorial Park was originally constructed between 1965 and 1970. While elements of the original Veterans Memorial Park are still intact, several improvements have been made over the years. Additionally, the existing community center has been shuttered due to structural and safety issues, and temporary trailers are used in lieu of the community center. For this reason, the Veterans Memorial Park no longer retains requisite integrity and does not appear eligible under California Register of Historical Resources (CRHR) Criterion 3 for architectural associations. However, given the existing structures are at least 45 years of age, these will be further evaluated in the EIR to determine whether they are considered historical resources under CEQA. The results of the evaluation will determine if the Project has the potential to significantly impact historical resources under CEQA. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in 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 located within an urbanized area and has been subject to disturbance in the past as a result of the former landfill operations. Any archaeological resources on the Project site have likely been previously disturbed. However, ground-disturbing activities associated with construction of the Project, such as excavation of the subterranean parking garage and grading of the site during site preparation, has the potential to damage or destroy intact subsurface archeological deposits that may be present below the ground surface. The EIR will, therefore, discuss the potential for such resources to be impacted by the Project and will identify mitigation measures to reduce any impacts of the proposed Project on any archeological resources that may be present. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. As previously discussed, the Project site is located within an urbanized area and has been subject to disturbance in the past as a result of the former landfill operations. The Project site is not part of a formal cemetery, and therefore, it is unlikely that human remains exist on, or in the vicinity of, the Project site. No known burial sites have been identified within the Project site or in the vicinity. Although it is unlikely, previously undiscovered human remains could be located within the Project site and could be disturbed by construction activities. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. Construction of the Project would require the use of energy in the form of fossil fuels (for construction equipment, worker vehicles, and truck trips) and electricity (for construction site lighting, computer equipment, and temporary construction trailers, if needed). Operation of the Project would require electricity for building operation (appliances, lighting, etc.), natural gas for building heating

and cooling, and fossil fuels related to vehicular transportation to and from the Project site. Further analysis is required to quantify the total anticipated energy use and to determine the potential environmental impacts resulting from the consumption of energy resources. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project is subject to various regional and local plans guiding energy use. The Project is required to be consistent with existing regulations and, therefore, is not anticipated to conflict with renewable energy or energy efficiency plans. However, the EIR will include a more robust discussion of applicable plans and will provide a consistency analysis for the Project, to ensure that the project would comply with such plans. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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.*

Potentially Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to reduce hazards associated with surface fault rupture. The Act prohibits the location of most structures for human occupancy across the trace of active faults and establishes special study zones called Alquist-Priolo Zones, which extend 500 feet from the fault. These zones are delineated and defined by the state geologist and identify areas where potential surface rupture along a fault could prove hazardous. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 1989; CGS 1999). Additionally, review of the *Fault Activity Map of California* indicates that there are also no faults crossing or adjacent to the Project site (CGS 2010). As such, the proposed Project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault. However, the Project site is located approximately 4.5 miles southwest of the East Montebello Fault and 5 miles west of the Whittier Fault. Based on the relative distance between the Project site and these faults, the Project could exacerbate existing environmental conditions, which could expose people or structures to substantial adverse effects involving rupture of an earthquake fault. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

ii) *Strong seismic ground shaking?*

Potentially Significant Impact. As with many areas of Southern California, the Project site is within a seismically active area. The Project could be subject to seismic ground shaking from a variety of fault lines throughout the region. A number of faults in the region are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the Project site. Although the Project could be subject to severe seismic shaking, construction and operation of the Project would not increase or exacerbate the potential for earthquakes to occur, and therefore, would not directly or indirectly cause potential substantial adverse effects involving seismically induced ground shaking. Nevertheless, due to the project's location in a seismically active region, impacts are considered **potentially significant**. This issue will be further discussed in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressure to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The Project site is identified as being susceptible to liquefaction (CGS 1989; CGS 1999). In the event of liquefaction at the Project site, hazardous geotechnical conditions could result. Although the Project site could be subject to liquefaction, Project construction and operation is not anticipated to increase or exacerbate the potential for liquefaction to occur, and therefore, would not directly or indirectly cause potential substantial adverse effects involving seismically related ground failure, including liquefaction. Excavation of the subterranean levels may in fact remove liquefiable soils from the Project site. Nevertheless, due to the Project site's potential susceptibility to seismic-related ground failure, impacts are considered **potentially significant**. This issue will be further analyzed in the EIR.

iv) Landslides?

No Impact. The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes. The likelihood of a landslide is low due to the relatively flat topography at the site. Additionally, there are no significant hillsides or unstable slopes within the vicinity of the Project site. As such, landslides are unlikely to occur on the Project site and would not expose people or structures to adverse risks associated with landslides. **No impact** would occur, and this issue will not be further analyzed in the EIR.

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

Potentially Significant Impact. Temporary erosion could occur during Project construction. However, the Project Applicant or its construction contractor would be required to comply with all applicable standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Additionally, because the Project would disturb more than one or more acres, the proposed Project must adhere to the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The Construction General Permit requires implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include Project construction features best management practices (BMPs) designed to prevent erosion and protect the quality of stormwater runoff. However, in order for the design and construction of the Project to account for site-specific erosion potential, analysis of the results of site-specific geologic reports is required. Therefore, impacts are considered **potentially significant**, and this issue will be further discussed in the EIR.

- 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?*

Potentially Significant Impact. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas or as a result of decomposition of natural organic materials. Soils that are particularly subject to subsidence include those with high silt or clay content and/or high organic content.

As previously discussed, the Project site is not located within an area susceptible to earthquake-induced landslides; however, a portion of the Project site is identified as being susceptible to liquefaction (CGS 1989; CGS 1999). Additionally, the Project site is underlain a former landfill and it is unknown if underlying soils have the potential for lateral spreading or subsidence. Further laboratory testing and engineering analysis is required to confirm site-specific conditions and inform engineering specifications for soils and building foundations. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

- 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?*

Potentially Significant Impact. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The Project would be required to comply with California Building Code requirements related to hazards involving potentially expansive soils. However, the Project site is overlain a landfill and it is unknown if the soils are prone to expansion. Further laboratory testing and engineering analysis is required to confirm site-specific conditions and inform engineering specifications for soils and building foundations. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

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

No Impact. The Project site is served by the existing municipal sewer system. The City has established utility services, and no septic systems are required to serve the Project. Therefore, **no impact** would occur, and this issue will not be further analyzed in the EIR.

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

Potentially Significant Impact. As previously discussed, the Project site is located within an urbanized area and has been subject to disturbance in the past. Any paleontological resources or unique geologic features on the project site have likely been previously disturbed. However, any grading, excavation, or other construction activities resulting from implementation of the Project could potentially disturb undiscovered paleontological resources or unique geologic features, in the event that any are present on the Project site. The EIR will present the findings of a paleontological resources records search and will identify the potential for the Project to adversely affect such resources. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

References

- CGS (California Geologic Survey). 1989. *Earthquake Zones of Required Investigation – South Gate Quadrangle*. Earthquake Fault Zones Released March 25, 1989. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>.
- CGS. 1999. *Earthquake Zones of Required Investigation – Whittier Quadrangle*. Earthquake Fault Zones Released March 25, 1999. http://gmw.conservacion.ca.gov/SHP/EZRIM/Maps/WHITTIER_EZRIM.pdf.
- CGS. 2010. Fault Activity Map of California (2010). Updated 2010. Accessed August 5, 2019. <http://maps.conservacion.ca.gov/cgs/fam/>.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The Project would result in emissions of greenhouse gases (GHGs) during construction and operation. Temporary GHG emissions would result from construction vehicles and equipment. Additionally, during operation, GHG emissions would result from vehicle trips generated by the Project, as well as building energy and water usage. Further analysis is required to determine the estimated Project-generated GHG emissions and their impact on global climate change. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. There are several federal and state regulatory measures aimed at identifying and reducing GHG emissions, most of which focus on area-source emissions (e.g., energy use) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles). The Global Warming Solutions Act (Assembly Bill [AB] 32) prepared a scoping plan and its first update, which established regulations to reduce California GHG emission levels to 431 million metric tons of carbon dioxide equivalent per year. In addition, SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum

technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030.

The CARB Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.¹ Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others (CARB 2014). CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the Second Update, which states (CARB 2017):

The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The Project would comply with regulations established by AB 32 and SB 32. However, further investigation is required to determine the estimated Project-generated GHG emissions and their relationship to AB 32, SB 32, and other applicable plans and policies. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

References

- CARB (California Air Resources Board). 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006*. May 2014. Accessed November 20, 2017. http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.
- CARB. 2017. *The 2017 Climate Change Scoping Plan Update: The Proposed Strategy For Achieving California's 2030 Greenhouse Gas Target*. https://ww3.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

¹ The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

3.9 Hazards and Hazardous Materials

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

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

Potentially Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during demolition and construction activities associated with the Project. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. However, the Project involves the demolition of existing buildings, which could

create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Furthermore, other hazardous materials could be released during excavation and grading activities associated with the past use of the landfill. Therefore, impacts are considered **potentially significant**, and as such, this issue will be further analyzed 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. Construction activities on the Project site would involve the use and storage of commonly used hazardous materials such as gasoline, diesel fuel, lubricating oil, grease, solvents, and other vehicle and equipment maintenance fluids. These substances would be used and stored in designated construction staging areas within the Project area. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. However, the Project involves the demolition of existing buildings, which could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material. Furthermore, other hazardous materials could be released during excavation and grading activities associated with the past use of the landfill. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed 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?*

Potentially Significant Impact. The nearest school to the Project site is Ellen Ochoa Prep School (9th through 12th grade), located approximately 0.6 mile east of the Project site. As stated previously, the Project could potentially result in the accidental release of hazardous materials into the environment. As such, further evaluation is required to determine the Project's potential to emit hazardous emissions within one-quarter mile of a school. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

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

Potentially Significant Impact. The Project site may be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The parcels comprising the Project site were previously part of a construction borrow-pit type of landfill created for, and during, the construction of the I-5 freeway. As such, there may be hazardous materials underlain the Project site and a site-specific hazardous materials site search would be required to determine whether the Project would create a significance hazard to the public or the environment. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

No Impact. The nearest public airports to the Project site include the Compton/Woodley Airport approximately 8.6 miles southwest of the Project site, and the San Gabriel Airport approximately 9 miles

northeast of the Project site. According to the County's GIS Viewer, the Project site is located outside of the airport land use plan for both the Compton/Woodley Airport and the San Gabriel Airport (County of Los Angeles Planning 2019). As such, the Project site is not within an airport land use plan or within two miles of a public airport, and as such, the Project would not result in a safety hazard or excessive airport-related noise. **No impact** would occur, and this issue will not be further analyzed in the EIR.

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 City's General Plan Safety Element has adopted Health and Safety goals and policies related to emergency response (City of Commerce 2008). Additionally, the City's Emergency Preparedness Division coordinates the City's response at the City's Emergency Operation Center facility. The facility serves as the headquarters to first responders in an emergency (City of Commerce 2019).

Prior to construction of the Project, the proposed site plans would be required to undergo review by the Los Angeles County Fire Department, which contracts with the City to provide fire and emergency services. The Project would also be required to comply with all applicable codes and ordinances for emergency access. As such, the Project would provide for emergency access and would not interfere with an adopted emergency response plan or emergency evacuation plan. Adherence to these requirements would reduce potential impacts related to emergency plans to a **less-than-significant** level for the Project. This issue will not be further analyzed in the EIR.

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. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones maps, the entire City of Commerce and the Project site is neither moderately, highly, or very highly susceptible to wildland fire (CAL FIRE 2019). As such, implementation of the proposed Project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, **no impact** would occur, and this issue will not be further analyzed in the EIR.

References

CAL FIRE. 2019. "FHSZ Viewer." Accessed August 6, 2019. <http://egis.fire.ca.gov/FHSZ/>.

City of Commerce. 2008. *City of Commerce 2020 General Plan*. Adopted January 2008.
<http://www.ci.commerce.ca.us/DocumentCenter/Home/View/152>.

City of Commerce. 2019. "Emergency Preparedness Office." Accessed August 6, 2019.
<http://www.ci.commerce.ca.us/index.aspx?nid=106>.

County of Los Angeles Planning. 2019. "GIS Interactive Map (A-Net)." Accessed August 6, 2019.
<http://planning.lacounty.gov/assets/obj/anet/Main.html>.

3.10 Hydrology and Water Quality

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

- a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Potentially Significant Impact. Because construction of the Project would require land disturbance of greater than one acre, the Project would be required to prepare and implement a SWPPP in accordance with the Statewide Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as amended). This requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause

degradation of water quality in receiving water bodies (in this case the regional storm drain system). Some of these BMPs include appropriate handling and disposal of contaminants, fertilizer and pesticide application restrictions, litter control and pick up, and vehicle and equipment repair and maintenance in designated areas. In addition, a draft Water Quality Management Plan (WQMP) would be prepared for the proposed Project (and would be finalized concurrently with the preparation of final project design) that demonstrates how the Project would comply with all applicable water quality standards and discharge requirements of the City of Commerce and the provisions of the NPDES. The WQMP is designed to show how a project would minimize impervious surfaces, retain or treat stormwater runoff from the site, and implement Low Impact Development (LID) designs in a manner that collectively matches the rate and volume of runoff to existing conditions. The WQMP addresses long-term effects on water quality within the basin and ensure BMPs and LID designs minimize potential water quality concerns to the maximum extent practicable. However, further analysis is required to determine whether water quality standards or waste discharge requirements could be violated by operation of the Project. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- 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?***

Potentially Significant Impact. The California Water Service Company provides residential, commercial, and industrial water services to the City. The City is within the East Los Angeles (ELA) District of the California Water Service Company. The water supply for the ELA District is provided by a combination of imported purchased water and groundwater from the Central Basin's Lynwood and Silverado aquifers (California Water Service 2016).

The park and open space, residential, and commercial uses associated with the Project would generate water demand, which could substantially decrease water supplies. Further investigation is required to determine estimated water demands associated with the Project. Therefore, impacts to groundwater supplies are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

- i) *result in substantial erosion or siltation on or off site;***

Potentially Significant Impact. The Project would increase the amount of impervious surface on the Project site, which could substantially alter the drainage pattern of the Project site and may result in substantial erosion or siltation on- or off- site. A SWPPP would be prepared that would include measures to prevent substantial erosion or siltation during construction activities. However, further analysis is required to determine the impacts associated with operation of the Project. Impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

- ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;***

Potentially Significant Impact. There are no natural surface water features present on-site that could be altered as a result of the Project. The Project would increase the amount of impervious area of the Project site, which could increase the rate or amount of surface runoff. Although compliance with the stormwater

management requirements of the SWPPP would reduce the Project's ability to result in substantial flooding on or off site, further analysis is required to determine the impacts associated with operation of the Project. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

- 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*

Potentially Significant Impact. The Project would increase the amount of impervious areas on the Project site, which could increase the amount of runoff entering the existing stormwater drainage system. As such, further analysis is required to determine the amount of runoff generated by the Project, and if the Project could be adequately served by the existing capacity of the stormwater drainage system. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

- iv) impede or redirect flood flows?*

Potentially Significant Impact. The Project site does not contain any streams or rivers having the potential to be altered by the Project. However, the Project site is located adjacent to a Flood Hazard Zone and the Rio Hondo River (FEMA 2008). As such, the Project could impede or redirect flood flows. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

- d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Potentially Significant Impact. Due to the distance between the Project site and the Pacific Ocean, the Project site would not be exposed to inundation by a tsunami. A seiche, or standing wave, typically occurs in partially or fully enclosed bodies of water such as lakes, reservoirs, or bays, often resulting from seismic disturbance. The Project site is not located within close proximity of a body of water that would likely produce a seiche hazard. As previously mentioned, the Project site is located adjacent to a Flood Hazard Zone and the Rio Hondo River (FEMA 2008). Due to the Project's proximity to a flood hazard zone, the Project could release pollutants due to Project inundation. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

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

Potentially Significant Impact. Water to be consumed by the Project uses would be provided by the California Water Service Company, which sources some of its water supply from groundwater. The Project would increase demand for potable water supplies. The EIR will quantify the Project's anticipated water demand and will address whether the California Water Service Company would be able to accommodate the water demand of the Project, as well as whether the additional water demand would affect groundwater supplies. Additionally, the Project would increase the imperviousness of the Project site, which could decrease groundwater recharge levels such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. As such, the Project could interfere with groundwater recharge. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

References

California Water Service. 2016. 2015 Urban Water Management Plan East Los Angeles District. June 2016.
[https://www.calwater.com/docs/uwmp2015/ela/2015_Urban_Water_Management_Plan_Final_\(ELA\).pdf](https://www.calwater.com/docs/uwmp2015/ela/2015_Urban_Water_Management_Plan_Final_(ELA).pdf).

FEMA (Federal Emergency Management Agency). 2008. Firm Panel No. 06037C1810F. Effective September 26, 2008. Accessed August 6, 2019. <https://msc.fema.gov/portal/search>.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project physically divide an established community?

No Impact. Implementation of the Project would not physically divide an established community. The Project site consist of the Veterans Memorial Park and a vacant parcel, formerly occupied by an industrial building. The Project site is bordered by residential uses to the north and west, the Rio Hondo River and Path to the south, and the I-5 freeway to the east. While there are residential neighborhoods in the vicinity of the Project area, the Project site does not contain any neighborhoods that would be removed or divided as a result of the proposed Project. The Project includes the demolition of existing buildings and the construction of a new mixed-use development including park and open space, residential, and commercial uses. No new through streets are proposed and all Project development would be located within the Project site. Therefore, the Project would not divide an established community, and **no impact** would occur. This issue will not be further analyzed in the EIR.

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?

Potentially Significant Impact. The Project would require a General Plan Amendment, and Specific Plan/Zone Change as discretionary approvals. Although it is unlikely that the Project would result in a conflict with applicable land use plans, policies, or regulations, further analysis is required. Impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no oil, gas, geothermal, or other known wells within the Project area (DOGGR 2019). The Division of Mines and Geology (renamed the California Geological Survey in 2006) has mapped the majority of the Project site as Mineral Resources Zone 3. Mineral Resources Zone 3 is a designation given to areas containing mineral deposits of which the significance cannot be determined (Division of Mines and Geology 1982). Because the Project site is not mapped as or known to contain an important mineral resource, the Project would not have the potential to cause a loss in availability of a known mineral resource that would be of value to the region and the residents of the state. The Project site is developed with existing Veterans Memorial Park and a vacant parcel, which was formerly occupied by an industrial building. As such, the Project site does not support mineral extraction activities, nor would it be expected to support such activities in the future. As such, **no impact** would occur, and this issue will not be further analyzed in the EIR.

b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. The City's General Plan does not designate mineral resource zones within the City. Furthermore, as discussed in Section 3.12(a), no active oil wells exist within the Project area. The Project site is developed with the existing Veterans Memorial Park and a vacant parcel, which was formerly occupied by an industrial building. As such, the Project site does not support mineral extraction activities, nor would it be expected to support such activities in the future. Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site. **No impact** would occur, and this issue will not be further analyzed in the EIR.

References

Division of Mines and Geology. 1982. *Generalized Aggregate Resource Classification*. [map]. Prepared 1982. Accessed August 6, 2019. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/Plate_4-17.pdf.

DOGGR (California Department of Conservation, Division of Oil, Gas, and Geothermal Resources). 2019. DOGGR Well Finder. Accessed August 6, 2019. <http://maps.conservation.ca.gov/doggr/index.html#close>.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. Implementation of the Project would result in two primary types of potential noise impacts: short-term (i.e., temporary) noise during construction and long-term noise during proposed future on-site land uses. Residential uses are located to the north and west, which could be impacted by noise from Project construction and operation, as well as existing and Project-related traffic.

The City's Municipal Code Section 19.19.160- Noise describes the noise standards that are applicable to the various types of zoning. According to this section in the Commerce Municipal Code, the maximum permitted noise levels for residentially zoned properties are 55 dBA from 7:00 AM to 7:00 PM; 50 dBA from 7:00 PM to 10:00 PM; and 45 dBA from 10:00 PM to 7:00 AM. The maximum permitted noise levels for commercial zoned properties are 65 dBA from 7:00 AM to 10:00 PM and 55 dBA from 10:00 PM to 7:00 AM.

Construction activities associated with the Project would be temporary in nature and related noise impacts would be short-term. In regards to operational noise, the Project would be required to comply with the noise standards set in Section 19.19.060 for commercial zoned properties. Operations of the Project may be periodically audible at adjacent uses. Noise sources that are typical of commercial and residential land

uses include heating systems, trash hauling, vehicles entering/exiting the site including loading/delivery trucks, and outside conversation from guests and visitors. In addition, the Project would have outdoor public and common space, which would increase noise from outdoor conversations or other sources of outdoor noise. The Project would be required to comply with applicable regulations of the City's Municipal Code. Nonetheless, the Project would generate an increase in noise at the site, compared to the existing conditions. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. Operation of certain types of construction equipment can cause vibrations that spread through the ground and diminish in strength with distance. There are a variety of vibration-sensitive receptors within the vicinity of the Project site, including residential uses to the north and west. The EIR will quantify the anticipated vibration that could be produced by the Project and will evaluate potential impacts to nearby sensitive receptors. Therefore, impacts are considered **potentially significant**, and this issue be further analyzed in the EIR.

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

No Impact. The nearest public airports to the Project site include the Compton/Woodley Airport approximately 8.6 miles southwest of the Project site, and the San Gabriel Airport approximately 9 miles northeast of the Project site. According to the County's GIS Viewer, the Project site is located outside of the airport land use plan for both the Compton/Woodley Airport and the San Gabriel Airport (County of Los Angeles Planning 2019). As such, the Project site is not within an airport land use plan or within two miles of a public airport, and as such, the Project would not result in a safety hazard or excessive airport-related noise. **No impact** would occur, and this issue will not be further analyzed in the EIR.

References

County of Los Angeles Planning. 2019. "GIS Interactive Map (A-Net)." Accessed August 6, 2019.
<http://planning.lacounty.gov/assets/obj/anet/Main.html>.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. The Project involves reconstruction of Veterans Memorial Park and an adjacent vacant parcel into a mixed-use development, including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses. These uses would lead to an increase in the number of employees and residents at the Project site that could alter the population, employment, and housing characteristics for the area through a change in land uses and an increase in the number of jobs available on site.

Using the Southern California Association of Government's average household size of 3 persons, the proposed dwelling units are expected to accommodate 2,475 residents (SCAG 2016). The Project would also construct approximately 165,000 square feet of commercial uses. The housing and employment opportunities available as part of the Project could induce population growth to the area. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

No impact. The Project site is located in an urban area and is currently developed with the existing Veterans Memorial Park and an adjacent vacant parcel, formerly occupied with an industrial building. While there are residential neighborhoods in the vicinity of the Project site, the Project site does not contain any neighborhoods or housing. As such, implementation of the Project would not result in displacement of people or housing. Therefore, **no impact** would occur, and this issue will not be further analyzed in the EIR.

References

SCAG (Southern California Association of Governments). 2016. *Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*. Adopted April 2016. <http://scagtrpccs.net/Documents/2016/final/f2016RTPSCS.pdf>.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire protection?

Potentially Significant Impact. Fire services in the City are provided by the Los Angeles County Fire Department. The nearest station in the City is Station No.27, located approximately 1.8 miles northwest of the Project site at 6031 Rickenbacker Road. The Project could have an adverse impact on fire protection providers. Because the Project includes an increase in dwelling units on-site from zero to 825 units, additional calls for service would result, which could affect the service ratio, response time, or other performance objectives of fire protection services. Impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

Police protection?

Potentially Significant Impact. The Los Angeles County Sheriff's Department contracts with the City to provide police protection. The nearest first response station to the Project site is the Los Angeles County Sheriff's Station located approximately 4.8 miles northwest at the Project Site at 5019 East 3rd Street within the City of Los Angeles. The Project would lead to an increase in the number of employees and residents at

the Project site, which could increase the number of service calls for police protection. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

Schools?

Potentially Significant Impact. The City is served by the Montebello Unified School District. The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause schools to be constructed or existing schools to be expanded. Because the Project has a residential component, impacts are considered **potentially significant**. This issue will be further examined in the EIR.

Parks?

Potentially Significant Impact. As previously addressed in Section 3.14, the Project proposes 825 dwelling units that would result in approximately 2,475 residents. Although the Project includes public open space, it is anticipated that a portion of Project's would patronize the various public park and recreation facilities located in close proximity to the Project site. Therefore, potential impacts to existing parks in the area are considered **potentially significant**. This issue will be further analyzed in the EIR.

Other public facilities?

Potentially Significant Impact. Other public facilities and services provided within the City include library services and City administrative services. An increase in demand for both library services and City administrative services is generally associated with additional residential housing. As described in Section 3.14, the Project would involve residential housing; and therefore, would be expected to generate substantial population growth within the City. Therefore, potential impacts to other public facilities in the area are considered **potentially significant**. This issue will be further analyzed in the EIR.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The City has four neighborhood parks and seven community centers (City of Commerce 2019). As previously addressed in Section 3.14, the Project proposes 825 dwelling units that would result in approximately 2,475 residents. Although the Project includes public open space, it is anticipated that a portion of Project's would patronize the existing neighborhood and regional parks or other recreational facilities located in close proximity to the Project site. Therefore, potential impacts to existing recreational facilities in the area are considered **potentially significant**. This issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project would result in the construction of open space and recreational facilities. All recreational facilities associated with the Project would be developed on-site and would be evaluated as part of the Project. Further, the Project would result in increases in demand on the City's recreational resources and could result in the need for expanded facilities or new facilities. Therefore, implementation of the Project could result in a **potentially significant** impact. This issue will be further analyzed in the EIR.

References

City of Commerce. 2019. "Parks & Recreation Overview." Accessed August 6, 2019.
<http://www.ci.commerce.ca.us/index.aspx?nid=89>.

3.17 Transportation

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

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

Potentially Significant Impact. The Project includes the demolition of existing buildings and the construction of a new mixed-use development including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses. Project-generated traffic during construction would include worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and wastes. Project-generated traffic during operation would include employee-related vehicle trips, vehicle trips from retail patrons, vehicle trips associated with loading/delivery trucks, and vehicle trips from residents of the proposed 825 dwelling units. The trips generated as a result of the Project have the potential to conflict with City policies for the circulation system. As such, a traffic analysis will be prepared to analyze potential conflicts with applicable plans and policies addressing the circulation system. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project could conflict with the provisions of State CEQA Guidelines Section 15064.3, subdivision (b). As such, a traffic impact analysis will be conducted and the results will be included in the EIR. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Potentially Significant Impact. The Project involves ingress/egress locations for parking accessible from Zindell Avenue. Due to the increased development intensity, which would result from the Project, the Project could alter existing circulation leading to the Project site and create new internal circulation patterns. The Project would also increase pedestrian activity in the area. As such, a traffic impact analysis will be conducted to analyze project site vehicular and pedestrian access. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- d) *Would the project result in inadequate emergency access?*

Potentially Significant Impact. Construction of the Project may involve activities that would have the potential to impede emergency access, such as temporary closure of travel lanes and generation of construction traffic affecting the capacity of adjacent roadways. The Project could also alter the ingress/egress and emergency access locations for the Project site. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Potentially Significant Impact. The Project would involve ground-disturbing activities that would have the potential to disturb tribal cultural resources, in the event that any are present within the Project site. Outreach to local tribes will be undertaken by the City. If any issues related to tribal cultural resources are identified as a result of the City's ongoing outreach activities, this issue will be further discussed in the EIR. If no tribal cultural resources are identified, no further analysis will be required. Nonetheless, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Potentially Significant Impact. See the discussion in Section 3.18(a)(i).

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Potentially Significant Impact. Because the Project would represent an intensification of use on the Project site compared to existing conditions, Project operation would increase on-site wastewater generation and

water use. Further analysis is required to calculate the wastewater generation and water demand that may be associated with the Project to determine the adequacy of existing wastewater and water facilities.

The Project would be required to comply with the provisions of the WQMP, designed to show how a project would minimize impervious surface and retain or treat stormwater runoff. The Project would also implement BMPs to reduce runoff. However, the Project would increase the impervious areas on-site and could exceed the capacity of the existing storm drainage system.

Additionally, the Project's new residences and commercial uses would create an increased demand on electricity, natural gas, and telecommunication services. As such, the Project's demand could exceed the capacity of these existing facilities. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- 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?***

Potentially Significant Impact. Based on the 2015 Urban Water Management Plan East Los Angeles (ELA) District, it is anticipated that the ELA District has adequate water supply to serve the City during normal, dry, and multiple dry years (California Water Service 2016). However, the Project would represent an intensification of uses on the Project site compared to existing conditions, which would generate an increase in on-site water use. Additionally, the Project proposes to change the zoning of the existing Veterans Memorial Park from Public Facilities to Specific Plan, which was not accounted for in the 2015 Urban Water Management Plan. Further analysis will be presented in the EIR to determine the sufficiency of existing water supplies relative to anticipated Project demands. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- 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?***

Potentially Significant Impact. Los Angeles County Sanitation District No. 2 (LACSD) provides sewer collection and treatment services to the City. Under the existing conditions, the Los Coyotes Water Reclamation Plan provides primary, secondary, and tertiary treatment capacity for 37 million gallons of wastewater per day. Because the Project would represent an intensification of use on the Project site compared to existing conditions, Project operation would increase on-site wastewater generation. Further analysis will be presented in the EIR to determine the sufficiency of existing wastewater treatment facilities relative to anticipated Project demands. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- 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?***

Potentially Significant Impact. The City contracts with CalMet Services to provide waste collection services in the City. Although it is anticipated CalMet Services could accommodate waste generated by the Project without exceeding the capacity of local infrastructure, the Project represents an intensification in land use and change in land use designation. Further analysis is required to determine the increase in solid waste

generated by the Project, and whether this would exceed the capacity at the existing landfills. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. Under Assembly Bill (AB) 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. Additionally, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Further investigation is required to determine whether the Project would comply with federal, state, and local regulations. Therefore, the Project could result in **potentially significant impacts** regarding compliance with regulations related to solid waste disposal. This issue will be further analyzed in the EIR.

References

California Water Service. 2016. 2015 Urban Water Management Plan East Los Angeles District. June 2016.
[https://www.calwater.com/docs/uwmp2015/ela/2015_Urban_Water_Management_Plan_Final_\(ELA\).pdf](https://www.calwater.com/docs/uwmp2015/ela/2015_Urban_Water_Management_Plan_Final_(ELA).pdf).

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

No Impact. According to the California Department of Forestry and Fire Protection’s Fire Hazard Severity Zones maps, the entire City of Commerce and the Project site is neither moderately, highly, or very highly susceptible to wildland fire (CAL FIRE 2019). As such, implementation of the proposed Project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Additionally, the Project, including the access driveways, would be reviewed and approved by the City and the Los Angeles County Fire Department, which contracts with the City to provide fire and emergency services. The Project would also be required to comply with all applicable codes and ordinances for emergency access. Therefore, the Project would provide for emergency access and would not interfere with an adopted emergency response plan or emergency evacuation plan. **No impact** would occur, and this issue will not be further analyzed in the EIR.

b) ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. As previously addressed in Section 3.20(a), the entire City of Commerce and the Project site are not located in a high fire hazard severity zone. The Project is surrounded by roadways and developed properties on which are not susceptible to exacerbating wildfire risks. Although the Rio Hondo River and Path are to the south of the Project site, this portion of the river is concrete lined. Further, the Project site does not contain extensive amounts of vegetation or wildland fuel. Therefore, it is not anticipated that the Project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **No impact** would occur, and this issue will not be further analyzed in the EIR.

c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. The Project would involve construction of a mixed-use development including park and open space, residential, and commercial uses. The Project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of the road would exacerbate fire risk, since the road would be surrounded by developed land on all sides. Further, the Project site is located in a predominantly developed area, and would connect to existing utilities. The Project would not require installation or maintenance of other associated

infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. **No impact** would occur, and this issue will not be analyzed further in the EIR.

- 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. As previously discussed, the entire City of Commerce and the Project site are not located in a high fire hazard severity zone. Project construction consists of demolition and building in an area of existing and previous development on a relatively flat area. As a result, no incising of hillslopes or degradation of slope stability would occur as a result of Project construction. According to Alquist-Priolo Earthquake Zones of Required Investigation, the Project site is not located in an area susceptible to slope instability (CGS 1989; CGS 1999). In addition, since the Project site is developed and within an urbanized area, it is unlikely that the Project would expose people or structures to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. **No impact** would occur, and this issue will not be analyzed further in the EIR.

References

CAL FIRE. 2019. "FHSZ Viewer." Accessed August 6, 2019. <http://egis.fire.ca.gov/FHSZ/>.

CGS (California Geologic Survey). 1989. *Earthquake Zones of Required Investigation – South Gate Quadrangle*. Earthquake Fault Zones Released March 25, 1989. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>.

CGS. 1999. *Earthquake Zones of Required Investigation – Whittier Quadrangle*. Earthquake Fault Zones Released March 25, 1999. http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/WHITTIER_EZRIM.pdf.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
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 periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. Based on this Initial Study, the Project is not expected to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, further cultural resource investigations are required and will be conducted in the EIR to determine any potential impacts that the Project would have on important examples of the major periods of California history or prehistory. Therefore, impacts are **potentially significant**, and this issue will be further analyzed in the EIR.

- 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. As described throughout this Initial Study, the Project has potentially significant impacts requiring further analysis in an EIR for all environmental issue areas except for agriculture and forestry resources, mineral resources, and wildfire. It is anticipated that the Project may be developed while other projects in the area are being developed, and the incremental effect of this Project may be cumulatively considerable. Therefore, impacts are **potentially significant**, and this issue will be further analyzed 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. As detailed throughout this Initial Study, the Project could result in potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, energy,

geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts could have potentially adverse effects on human beings. Therefore, impacts are **potentially significant**, and this issue will be further analyzed in the EIR.

4 Report Preparers

City of Commerce

Joseph Palombi, Acting Deputy Director, Community Services

Dudek

Ruta K. Thomas, REPA, Project Manager

Sabrina Alonso, Environmental Analyst

Christopher Starbird, GIS Technician

David Mueller, Publications Specialist Lead

Chelsea Ringenback, Publications Specialist

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Comments Received on the Initial Study and at the Scoping Meeting

From: [Joseph A. Palombi](#)
To: [Ruta Thomas](#)
Cc: [SONIA GRIEGO](#); ["Adrian Comstock"](#); ["Christine Young"](#)
Subject: FW: Modelo Project (SCH 2019080312)
Date: Thursday, August 22, 2019 5:56:49 PM

FYI.

From: Stacey Osborne [mailto:stacey@lozeaudrury.com]
Sent: Monday, August 19, 2019 4:19 PM
To: Joseph A. Palombi
Cc: 'Komalpreet Toor'
Subject: Modelo Project (SCH 2019080312)

Good Afternoon Mr. Palombi,

Are there any podium structures or structured parking included in this project?

Respectfully,
Stacey

Stacey Osborne
Paralegal
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
510-836-4200 (Phone)
510-836-4205 (Fax)
stacey@lozeaudrury.com



Virus-free. www.avg.com

From: [Joseph A. Palombi](#)
To: [Ruta Thomas](#)
Cc: [SONIA GRIEGO](#); ["Adrian Comstock"](#); ["Christine Young"](#)
Subject: FW: Modelo Project
Date: Thursday, August 22, 2019 5:50:52 PM

Please see below for Mr. Kitaguchi's comment to the NOP.

From: Roger Kitaguchi [mailto:rkitaguchi@datacenterinc.com]
Sent: Thursday, August 22, 2019 5:21 PM
To: Joseph A. Palombi
Subject: Modelo Project

Hello Joseph Palombi

Scoping Meeting, Aug 24, 2019

My main concern is for private property and surrounding neighborhood parking and safety. With the added 825 residential units and 165,000 s.f. entertainment retail facility will there be added parking to prevent overflow into neighborhoods and businesses? Fig. 2 (no designated parking areas shown)

What changes and safety measures will be proposed to accommodate the increase traffic along Zindell Ave, Gage and Slauson, if any?

Thank you

DATA CENTER INC.

Roger Kitaguchi

Commerce, CA

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From: [Joseph A. Palombi](#)
To: ["Adrian Comstock"](#); [Ruta Thomas](#); [Christine Young](#)
Cc: [SONIA GRIEGO](#)
Subject: FW: Residential units
Date: Monday, August 26, 2019 9:12:52 AM

FYI.

From: Nelly Viteri [<mailto:naviterimb@yahoo.com>]
Sent: Friday, August 23, 2019 1:09 PM
To: Joseph A. Palombi
Subject: Residential units

Dear Mr Palombi

I need to know If the city is starting a waiting list for the residential units, or you know the requirements or its too early for that information
May you please send me more information about this program

Best Regards

Nelly Viteri

Sent from [Mail](#) for Windows 10

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>



August 23, 2019

Joseph Palombi
Commerce, City of
2535 Commerce Way
Commerce, CA 90040

RE: SCH# 2019080312, Modelo Project, Los Angeles County

Dear Mr. Palombi:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP) 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 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
Staff Services Analyst

cc: State Clearinghouse



T 510.836.4200
F 510.836.4205

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Oakland, CA 94612

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richard@lozeaudrury.com

Via Email and U.S. Mail

August 14, 2019

Jose Jimenez, City Planner
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City of Commerce
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**Re: Notice of Address Change & Request for Notice of CEQA and Land Use Actions
and Public Hearings**

Dear Mr. Jimenez, Mr. Marquez, and Ms. Shumway:

I am writing on behalf of the Supporters Alliance for Environmental Responsibility and its members living in the City of Commerce ("SAFER").

We hereby request that the City of Commerce ("City") send by electronic mail, if possible or U.S. Mail to our firm at the **NEW address** below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City including, but not limited to the following:

- Notice of any public hearing in connection with projects as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for projects pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report ("EIR") is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any addenda prepared to a previously certified or approved EIR.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.

August 14, 2019

Notice of Address Change & Request for Notice of CEQA and Land Use Actions and Public Hearings
in the City of Commerce

Page 2 of 2

- Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

In addition, we request that the City send to us via email or U.S. Mail a copy of all Planning Commission and City Council meeting and/or hearing agendas

Please send notice by electronic mail, if possible or U.S. Mail to our **NEW mailing address**:

Richard Drury
Komalpreet Toor
Stacey Osborne
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
(510) 836-4200
richard@lozeaudrury.com
komal@lozeaudrury.com
stacey@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Komalpreet Toor
Legal Assistant
Lozeau | Drury LLP

SENT VIA USPS AND E-MAIL:

September 10, 2019

jpalombi@ci.commerce.ca.us

Joseph Palombi
City of Commerce, Planning Department
2535 Commerce Way
Commerce, CA 90040

**Notice of Preparation of a Draft Environmental Impact Report for the Proposed
Modelo Project**

The South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. 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>.

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 mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), 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.

Due to the historic uses, on-site remediation is anticipated. An existing Remediation Action Plan will be amended, expanded, and approved by the Los Angeles Regional Quality Control Board. The Lead Agency should account for emissions from remediation activities or cleanup actions that will be identified in the Remediation Action Plan when calculating the Proposed Project's construction emissions in the Draft EIR and include mitigation, as appropriate.

Mobile Source Health Risk Assessment

Notwithstanding the court rulings, South Coast AQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of South Coast AQMD staff's concern about the potential public health impacts of siting sensitive populations within close proximity of freeways and other sources of air pollution, South Coast AQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. Based on a review of aerial photographs and Figure 1 in the Notice of Preparation, South Coast AQMD staff found that the Proposed Project will be located in proximity to Interstate 5 (I-5). Because of the proximity to the existing freeway and a potential source of air pollution, residents at the Proposed Project² would be exposed to diesel particulate matter (DPM), which is a toxic air contaminant and a carcinogen. Diesel particulate matter emitted from diesel powered engines (such as trucks) has been classified by the state as a toxic air contaminant and a carcinogen. Since future residences at the Proposed Project would be exposed to toxic emissions from the nearby sources of air pollution (e.g., diesel fueled highway vehicles and locomotives),

²According to the Project Description in the Notice of Preparation, the Proposed Project would include 825 residential units and 165,000 square feet of retail uses with subterranean parking on 17.32 acres.

South Coast AQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA)³ to disclose the potential health risks to the residents in the Draft EIR⁴.

Guidance Regarding Residences Sited Near a High-Volume Freeway or Other Sources of Air Pollution

South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the South Coast AQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. South Coast AQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on South Coast AQMD's website at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance⁵ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd/technical_advisory_final.PDF.

Mitigation Measures

If the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of South Coast AQMD's CEQA Air Quality Handbook
- South Coast AQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)'s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

³ South Coast Air Quality Management District. "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis." Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁴ South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

⁵ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

Health Risk Reduction Strategies

As stated above, the Proposed Project is located in proximity to industrial and warehouse uses that generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with Minimum Efficiency Reporting Value (MERV) 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.

Enhanced filtration systems have limitations. South Coast AQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. For example, in a study that South Coast AQMD conducted to investigate filters⁶, a cost burden is expected to be within the range of \$120 to \$240 per year to replace each filter. The initial start-up cost could substantially increase if an HVAC system needs to be installed. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the residents. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. In addition, these filters have no ability to filter out any toxic gases from vehicle exhaust. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to toxic emissions.

Because of the limitations, to ensure that enhanced filters are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, South Coast AQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance and monitoring of filters in the EIR. To facilitate a good faith effort at full disclosure and provide useful information to future sensitive receptors who will live and/or work in proximity to sources of air pollution, the Lead Agency should include the following information in the EIR, at a minimum:

- Disclosure on potential health impacts to prospective residents from living in proximity to industrial and warehouse uses, and the reduced effectiveness of air filtration system when windows are open and when residents are outdoor;
- Identification of the responsible implementing and enforcement agency such as the Lead Agency for ensuring that enhanced filters are installed on-site at the Proposed Project before a permit of occupancy is issued;
- Identification of the responsible implementing and enforcement agency such as the Lead Agency's building and safety inspection unit to provide periodic, regular inspection on filters;
- Provide information and guidance to the Project developer or proponent on the importance of filter installation and ongoing maintenance;
- Provide information to residents about where the MERV filters can be purchased;
- Disclosure on increased costs for purchasing enhanced filtration systems to prospective residents;
- Disclosure on increased energy costs for running the HVAC system with MERV filters to prospective residents;
- Disclosure on recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents;
- Identification of the responsible entity such as residents, tenants, Homeowner's Association (HOA) or property management to ensure filters are inspected for replacement and maintenance on time, if appropriate and feasible;

⁶ This study evaluated filters rated MERV 13 or better. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf>. Also see 2012 Peer Review Journal article by South Coast AQMD: <http://d7.iqair.com/sites/default/files/pdf/Polidori-et-al-2012.pdf>.

- Develop ongoing cost sharing strategies between the HOA and residents/tenants, if available, for replacing the enhanced filtration units;
- Set up criteria for assessing progress in installing, replacing, and maintaining the enhanced filtration units; and
- Set up process for evaluating the effectiveness of the enhanced filtration units at the Proposed Project.

Alternatives

If the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

South Coast AQMD Rules and Regulations

If the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit South Coast AQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385.

Since on-site remediation activities will be required, the Lead Agency should include discussions on how the Proposed Project will comply with discussions on applicable South Coast AQMD rules, including Rule 401 – Visible Emissions, Rule 402 – Nuisance, Rule 403 – Fugitive Dust, Rule 431.2 – Sulfur Content of Liquid Fuels, Rule 1110.2 – Emissions From Gaseous- and Liquid- Fueled Engines, Rule 1113 – Architectural Coatings, Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil⁷, and Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants⁸ in the Air Quality Section of the Draft EIR.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project’s air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC190820-01
Control Number

⁷ South Coast AQMD. Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>.

⁸ *Ibid.* Pages 5.2-5, 5.2-6, and 5.7-27.

September 10, 2019

Consondra & Maxel Batiste
6355 Avenida AguasCalientes,
Commerce, CA 90040

Re: Modelo Project - 7316 Gage Avenue / 6364 Zindell Avenue, Commerce, CA 90040

Dear Mr. Joseph Palombi and to whom it may concern:

I am a homeowner of **Vista Del Rio Housing Community** (West of the property line of the proposed project site). I received the Public Notice regarding the proposed project that involves mixed-use development, including public community uses, 825 residential units, and entertainment retail uses. My family and the home owners in my community are not happy with this project and foresee an increase in crimes, traffic congestions and neglect with so many residential units you plan to build near our quiet community. According to the plans and model that was presented at the meeting, this project will create a congested community with lots of traffic, cars, animals and noise that will greatly impact Vista Del Rio. My husband and I attended the meeting and were looking forward to addressing our issues on an open forum; however, the meeting was set-up with models, plans, developers, EIR representatives, councilmen and other city officials that are involved in this project. We were able to speak with some of the representatives including the Developer, Adrian, of whom I shared my concerns regarding the proposed Modelo Project. The one thing that I like about my community is that most of the time it is quiet, and that will be clearly taken away from my family.

My family concerns are:

- Over 800 Residential Low Income Units (Who Qualify for these Low Income Units - Section 8, Homeless, Etc.)
 - Parking and Traffic Daily That Will Affect My Quiet Peaceful Community
 - Noise and Congestion (Everyday) During and After Completion of Project
- (Not Happy)**

- Increased Crime
- What Type of Stores In Your Plans for This Community
- Air Pollutants and Contaminants During Demolishing
- Excavation and Removal of Hazardous Material from the Site
- Air Quality and What Measures are Safe During Construction
- How Would Vista Del Rio be Protected from Property Damage as Result of Excavation, Excessive Ground Vibration Resulting In Damage To Dwelling
- Over 2000 More Cars Daily and The Traffic Access to Our Community (Gage Slauson, Telegraph and the 5 Freeway) **How Do You Plan To Control This Traffic**
- Lower property value of my home
- Compensation for the anticipation of non-use of resident dwellings, backyards, during demolishing, excavation and removal of materials from worksite.

Please Note: Compensation for the Inconvenience

My home is directly behind Veteran's Park and my family would be greatly affected if this project (Modelo Project) is pursued. My husband just recently retired after 35 years of working and my Organic Garden which I maintain daily, harvest and enjoy the fruits of my labor and business will also be affected from the debris. My husband and I are both home during the day and will definitely feel the impact of this proposed project.

Our Peace and Enjoyment would be Altered and Affected in so many ways. I'm already having Panic Attacks Due to How This Project Would Affect Me, My Family and My Community.

From: [Joseph A. Palombi](#)
To: [Ruta Thomas](#)
Cc: [SONIA GRIEGO](#); [Adrian Comstock](#); ["Christine Young"](#)
Subject: FW: Modelo Project - Consondra & Maxel Comment Form Attached
Date: Wednesday, September 11, 2019 9:30:26 AM

FYI. Please see below.

-----Original Message-----

From: Luis Palencia [<mailto:lpalencia@hoagpropertymgt.com>]
Sent: Tuesday, September 10, 2019 2:37 PM
To: 'DIONE PARKER'; Joseph A. Palombi
Subject: RE: Modelo Project - Consondra & Maxel Comment Form Attached

Hi Cosondra,

This email confirms that I have received your concern regarding the modelo project. I will forward it to the Board and to HOA legal Counsel.

Thank you.

Luis Palencia
Realtor / CCAM-PM.CI / Property Supervisor / Notary HOAG Property Management Inc.
10551 Paramount Blvd.
Downey, CA 90241
Ph.:(562) 869-1556 Ext. 104
Fax:(562) 862-1723
CalBRE # 01914086

"This communication is for its intended recipient only and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient or the employee or agent responsible for delivering this communication to the intended recipient, you are hereby notified that any unauthorized use, dissemination, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately, delete it from your system and destroy any hard copy you may have printed."

-----Original Message-----

From: DIONE PARKER <dionesaltima@yahoo.com>
Sent: Tuesday, September 10, 2019 2:23 PM
To: jpalombi@ci.commerce.ca.us
Subject: Modelo Project - Consondra & Maxel Comment Form Attached

September 10, 2019

Consondra & Maxel Batiste
6355 Avenida AguasCalientes,
Commerce, CA 90040

Re: Modelo Project - 7316 Gage Avenue / 6364 Zindell Avenue, Commerce, CA 90040

Dear Mr. Joseph Palombi and to whom it may concern:

I am a homeowner of Vista Del Rio Housing Community (West of the property line of the proposed project site). I received the Public Notice regarding the proposed project that involves mixed-use development, including public community uses, 825 residential units, and entertainment retail uses. My family and the home owners in my community are not happy with this project and foresee an increase in crimes, traffic congestions and neglect with so many residential units you plan to build near our quiet community. According to the plans and model that was presented at the meeting, this project will create a congested community with lots of traffic, cars, animals and noise that will greatly impact Vista Del Rio. My husband and I attended the meeting and were looking forward to addressing our issues on an open forum; however, the meeting was set-up with models, plans, developers, EIR representatives, councilmen and other city officials that are involved in this project. We were able to speak with some of the representatives including the Developer, Adrian, of whom I shared my concerns regarding the proposed Modelo Project. The one thing that I like about my community is that most of the time it is quiet, and that will be clearly taken away from my family.

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- Over 800 Residential Low Income Units (Who Qualify for these Low Income Units - Section 8, Homeless, Etc.)
- Parking and Traffic Daily That Will Affect My Quiet Peaceful Community
- Noise and Congestion (Everyday) During and After Completion of Project (Not Happy)
- Increased Crime
- What Type of Stores In Your Plans for This Community
- Air Pollutants and Contaminants During Demolishing
- Excavation and Removal of Hazardous Material from the Site
- Air Quality and What Measures are Safe During Construction
- How Would Vista Del Rio be Protected from Property Damage as Result of Excavation, Excessive Ground Vibration Resulting In Damage To Dwelling
- Over 2000 More Cars Daily and The Traffic Access to Our Community (Gage Slauson, Telegraph and the 5 Freeway) How Do You Plan To Control This Traffic
- Lower property value of my home
- Compensation for the anticipation of non-use of resident dwellings, backyards, during demolishing, excavation and removal of materials from worksite.

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Our Peace and Enjoyment would be Altered and Affected in so many ways. I'm already having Panic Attacks Due to How This Project Would Affect Me, My Family and My Community.



September 13, 2019

Via Email and U.S. Mail

City of Commerce Planning Department
Attn: Joseph Palombi
2535 Commerce Way
Commerce, CA 90040
jpalombi@ci.commerce.ca.us

**RE: Public Records Act Request and Request for Mailed Notice of Public Hearings
and Actions – 7316 Gage Ave Commerce, CA 90040**

Dear Mr. Palombi;

CREED LA is writing to request a copy of any and all records related to the project on 7316 Gage Ave. The developer is proposing a project that consist of the construction of 800 apartment units, located in multiple 3 to 5-story buildings, 25 for-sale townhomes of 2 to 3-stories in height, a total of 165,000 sf of entertainment and retail space, including a Cineplex and restaurants, and the reconstruction of the existing Veteran's Memorial Park to include a 30,000 sf Community Center and a 2-story, 15,000 sf sports building, along with a 4.75-acre youth-sports field complex, and a 5,000 sf Latino Museum with murals.. We are also writing to request copies of all communications and mailed notice of any and all hearings and/or actions related to the Project.

Our request for mailed notice of all hearings includes hearings, study sessions and community meetings related to the Project, certification of the MND (or recirculated DEIR), and approval of any Project entitlements. This request is made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. Our request includes notice to any City actions, hearings or other proceedings regarding the Project, Project approvals and any actions taken, or additional documents released pursuant to the California Environmental Quality Act.

Our request for all records related to the Project is made pursuant to the California Public Records Act. (Government Code § 6250 et seq.) This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We will pay for any direct costs of duplication associated with filling this request up to \$200. However, please contact me at (877) 810-7473 with a cost estimate before copying/scanning the materials.

Pursuant to Government Code Section 6253.9, if the requested documents are in electronic format and are 10 MB or less (or can be easily broken into sections of 10 MB or less), please email them to me as attachments.

My contact information is:

U.S. Mail

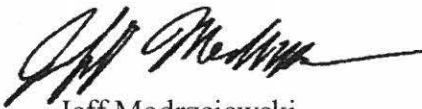
Jeff Modrzejewski
CREED LA
501 Shatto Place, Suite 200
Los Angeles, CA. 90020

Email

Jeff@creedla.com

Please call me if you have any questions. Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Modrzejewski", with a long horizontal flourish extending to the right.

Jeff Modrzejewski
Executive Director

September 15, 2019

Planning Public Counter
City of Commerce City Hall
2535 Commerce Way
Commerce CA 90040

Att: Joseph Palombi

RE: Modelo Project

Dear Sir,

Us, the residents of the Vista Del Rio Community, located on the west side of the proposed Modelo Project are voicing our opposition to this development as currently proposed.

The roadways on this section of the City of Commerce are over burden already. We have the residents, the industrial residents, and the through traffic from other communities feeding from Gage Ave., Bandini Blvd, and Slauson into one intersection below the I 5 Freeway into Telegraph Road.

The reduction of green space will greatly affect the youth that attend activities at the park and will reduce the number of City activities that could be held at Veterans' Park.

The complete removal of the splash/wading pool, although perhaps an insignificant feature to some, is an essential part for those of us that enjoy seeing our kids spend time in it on hot afternoons. Our picnic/cooking areas and children playground will be compromised.

The number of residents added due to the potential Mayans development project need to be entered into the traffic analysis and impact before any development begins in this area.


Please solve the traffic issues before this project is implemented as proposed.


Sincerely Vista Del Rio residents.

Ryan Sonnenberg 7210 Paseo Del Rio, Commerce.

Marvin Medina
7214 Paseo Del Rio Commerce




David Ceballos
7220 Paseo Del Rio
Commerce, CA


Guillermo De La Mora
7218 Paseo del Rio

Gloria NEZAHUALCOYOTL
7206 Paseo Del Rio
Gigahualcoyotl.

Comment Form

Name:

Luis and Leana Urbina

Agency/Organization:

Address:

6357 Avenida Aguascalientes.

City, State, Zip Code:

Commerce CA. 90040

Phone (optional):

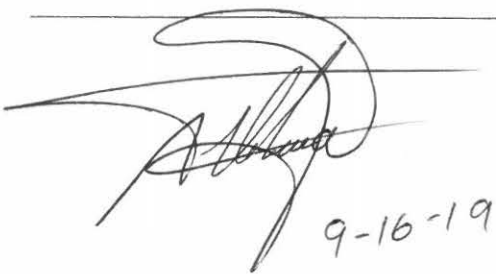
E-mail (optional):

Lurbina1212@hotmail.com

Comments:

We are too close to lost our peaceful and enjoyable tranquility of this community. There will be a lot of traffic on our streets. Air pollution during demolition and construction, when removal, handling of hazardous materials, property damage due to excavation and construction. Lost of property value due to excessive low income Rental in this area.

How are we going to be compensated for all this inconvenience! ???



9-16-19



9-16-19.



Fighting for Life

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

September 17, 2019

Joseph Palombi
2535 Commerce Way,
Commerce, CA 90040
jpalombi@ci.commerce.ca.us

Dear Mr. Palombi,

On behalf of East Yard Communities for Environmental Justice (EYCEJ) and our members, we submit these comments to the 'Modelo Project Initial Study' for consideration. EYCEJ is a community-based organization that was founded and established by residents in the City of Commerce in 2001. Our members are residents who are active on issues of environmental justice, including air, water, and soil pollution, transportation, freight, and land use. Our members who reside close to the project area express concerns with this project as it is proposed and wish to have the below topics and points examined in the Draft EIR. If there are any questions or comments, please contact Laura Cortez at (323) 263 - 2113 or lcortez@eycej.org.

Subjects for Consideration

Existing conditions

- The zoning for the vacant lot (CM/1) does not appear to currently allow for residential use.
- The Site Remediation plan approved in 2016, and its implementation must be expanded in the EIR prior to project approval and completion.
- New housing and public spaces cited next to freeways is alarming as research shows people are exposed to higher levels of air pollution when they live within close proximity of a major freeway. The California Air Resources Board recommends building new

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

development at least 500 feet away from freeways and heavily trafficked roads in order to be protective of public health.¹

- It is unclear which of the features outlined under ‘sustainability’ are goals versus requirements. It is also of concern that astroturf is being considered for this project, especially in areas designed for children. Artificial turf is comprised of several toxic chemicals and materials and is not appropriate to use in play areas². There are natural alternatives to crumb infill.
- The project projects to utilize approximately 64 truck trips per day during construction, which is roughly three years (without delays). A plan needs to be created to provide mitigation and buffers to the residents who live adjacent to the proposed site, as well as along the truck routes. Restricted truck routes must be considered to reduce adverse air quality impacts from construction.

Aesthetics

- The tallest building will be 65 feet, which is significantly taller than surrounding buildings. According to the initial study this would “generate new levels of shade and shadow in the project vicinity”. The EIR should analyze how much time the project’s shadow line would fall on the proposed park, other open spaces, and surrounding buildings between the daytime. The Cornfield Arroyo Seco Plan in the City of Los Angeles³ for example asks project applicants to identify shadow lines between 10am and 2pm on the Winter Solstice, and the “duration of the shadow during these hours.

Air Quality

- The City of Commerce experiences some of the highest levels of air pollution in the Greater Los Angeles area. This project will create significant increases in air pollution not only through remediation of the capped landfill, but also through the construction of the proposed project as well as ongoing traffic congestion due to the new residential units, retail, and entertainment centers. Any new development taking place must not add to this burden.
- An emissions inventory, and comprehensive air dispersion modeling must be conducted; appropriate mitigation must be required, such as electric construction equipment,

¹

<https://ww2.arb.ca.gov/resources/fact-sheets/strategies-reduce-air-pollution-exposure-near-high-volume-roads>

² <https://www.tandfonline.com/doi/full/10.1080/15287394.2011.586943#tabModule>

³ http://planning.lacity.org/EIR/CornfieldArroyo/CASP_AdoptedOrd.htm

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

restricted truck routes and anti-idling monitoring, and Best Available Technologies, among others, in order to reduce air quality impacts to less than significant or no impact.

Energy

- The project should analyze inclusion of electric appliances during project operation. Many municipalities are currently moving to ban gas appliances from new building construction⁴, and this design alternative should be included for study. Additionally, the Project needs to include a comprehensive analysis of the use of solar energy, not only during construction but during project operation.

Greenhouse Gas Emissions

- Projected energy consumption from this project must be analyzed. Measures to increase public transit access, such as connecting municipal and County transit lines to the area, adding protected bike lanes and tree cover, and adding electric vehicle charging on-site can help reduce GHG emissions from passenger vehicles.
- Here is an opportunity to formalize the sustainability goals of the project into actual requirements like using green building materials that don't offgas or emit harmful pollutants, planning for solar installation on all commercial facilities and residential units, and providing adequate green space.

Hazards & Hazardous Materials

- While the initial study does cite the vacant lot's past history as a landfill, in no section does it refer to potential lead contamination as a result of Exide Technologies. Even though the site doesn't fall directly within the 1.7 mile radius, it should still be tested. Since there will be a large amount of soil excavated, it is imperative that the EIR looks into potential soil contamination of both the vacant lot and Veteran's Park, and ensures any remediation follows strict protocol in removing contaminated soil. Any soil or hazardous materials removed and transported from the site should be covered and marked while passing through residential communities.

Hydrology & Water Quality

- Water quality for Commerce and the Greater Los Angeles area will be negatively impacted by this project. The project is set to deplete local groundwater and has been marked for producing waste discharge, runoff, and silt which would enter into the

⁴ <https://uk.reuters.com/article/us-usa-naturalgas-buildings-idUKKCN1VU18Q>

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

drainage system and into the nearby Rio Hondo River. This preliminary conclusion is unacceptable in a community that is already scarce in groundwater and is disproportionately impacted by air, soil, and water pollution. The EIR must find alternatives for groundwater replenishment and must enforce mechanisms to prevent any runoff into the Rio Hondo River, storm drains, and surrounding community.

Land Use & Planning

- This project should comply with the most up to date general plan at time of completion of the final EIR. When the general plan was first written, the city was not in an urgent housing crisis and therefore the plan this project falls under does not take the current landscape into account. The EIR should go into detail as to how the project does not comply with the existing General Plan. Specifically, the General Plan states the city “will promote the development of new housing for all income groups”, but this project will not include units that are affordable to the city’s median income. Based on HUD’s 2019 Income Limits, the low-income and very low income limits for a household of 3, which the Initial Study uses to project population growth, is respectively \$75,150 and \$47,000.⁵ The median income for City of Commerce is \$42,734, which means the median Commerce household would need access to units at the low-income and extremely low-income income limit level.⁶ We therefore define affordability for the City of Commerce as anything below the City’s median income. The Modelo Project proposes no units at either of these affordability levels.
- The city is not producing any housing that is extremely low and very-low income for the City’s current residents, and based on Commerce’s residential deliveries in the upcoming years, Commerce is disproportionately building market rate housing as opposed to extremely-low and very-low income housing. This noncompliance with the general plan will have a negative economic, social, and environmental impact on the City’s built environment and its inhabitants.
- In addition, the General Plan states that the City of Commerce “will continue to explore new opportunities for housing and services to meet the needs of the labor force”. The EIR should study alternatives to 100% market-rate housing and study financial feasibility

5

https://www.huduser.gov/portal/datasets/il/il2019/2019summary.odn?states=6.0&data=2019&inputname=METRO31080MM4480*0603799999%2BLos+Angeles+County&stname=California&statefp=06&year=2019&selection_type=county

⁶ Manson, S., Schroeder, J., Riper, D. V., Ruggles, & Steven. (2018). *IPUMS National Historical Geographic Information System: Version 13.0*. Minneapolis: University of Minnesota. From <http://doi.org/10.18128/D050.V13.0>

of workforce housing that is affordable to the City's local labor force or the median income of the City's labor force. Including workforce housing that the local labor force can inhabit would discourage long distance commutes and therefore reduce driving and greenhouse emissions.

Noise

- Considering the scale of this project and its proximity to a major freeway, the Project proponents should study creating buffers between the freeway and the proposed project site, as well as the adjacent existing residences.

Population & Housing

- The EIR should study alternatives to a 100% market rate project development. According to Costar's 2018 Southeast Los Angeles multi-family Submarket Report, a 4 or 5 star unit's asking rent was \$2,447.⁷ If a household should spend no more than 30% of their income on rent, then a household would need to make \$97,880 to afford market rate rent in Southeast Los Angeles. According to U.S. Census, the median household income for the City of Commerce is \$42,734, which would not be able to afford a new market rate unit.⁸ The EIR must study what impact constructing market rate residential units would have on Commerce residents unable to afford them.
- The initial study states the project will have "no impact" on displacement of existing residents. This does not take into consideration indirect displacement due to introducing higher market rate rents into lower income communities, especially when Commerce is not currently building low and very-low income units for its existing residents. In addition, the project only looks at projected population growth for this specific project, but does not take into consideration cumulative population growth from future residential deliveries in the City of Commerce. Not taking into account the cumulative population growth and traffic impacts as a result of this project combined with other proposed projects does not sufficiently address overall environmental impact of the project.

Public Services

⁷ (2018). *CoStar Southeast Los Angeles Multifamily Submarket Report*. CoStar.

⁸ Manson, S., Schroeder, J., Riper, D. V., Ruggles, & Steven. (2018). *IPUMS National Historical Geographic Information System: Version 13.0*. Minneapolis: University of Minnesota. From <http://doi.org/10.18128/D050.V13.0>

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

- The City is struggling to meet the needs of its existing resident base through public and emergency services. This project must detail how it plans to address the added strain new development will put on limited City resources.

Recreation

- The initial study does not account for the patrons that currently frequent the existing open space and are not within walking distance of another recreational space that can be utilized during the construction of this project. An alternative recreational space must be provided while construction takes place. The City is extremely park poor, and it is unacceptable that a community must go without a significant portion of its green space while this project is underway.

Transportation

- There is an abundance of traffic-related issues that the EIR must address:
 - The lack of emergency response because of heavy traffic;
 - The inability to do left hand turns into existing housing developments along Gage Ave. which currently creates bottlenecks;
 - Pedestrian safety from traffic, and proximity to sensitive receptors, including the Telacu senior housing development on Gage ave.
- The current transportation system in the project area is already a conflict for local residents. As an arterial to the 5 freeway and a connecting corridor between the cities of Commerce, Bell Gardens, Montebello, Downey, and Pico Rivera, this project has a deep fault in the volume of its proposal. Increasing the area by approximately 2,475 people, shops, and an entertainment center will exacerbate the poor ingress and egress of the current established community traffic on Gage, Zindell, and Greenwood, the many trucks that travel through the community to get to the 5 freeway, and the proposed resident increase.
- The Initial Study cites proposed public transit projects surrounding the Modelo site. While we acknowledge that access to public transit can mitigate traffic congestion and pollution, we find this to be undermined by the proposed 1,275 parking spaces. This large amount of parking would in fact disincentivize visitors and residents from using existing and proposed public transit to the project site, and would therefore increase driving and worsen traffic congestion. We ask that the EIR further studies potential traffic congestion, and identifies an appropriate amount of public transit and walkability infrastructure investment that would actually negate the increase in traffic.



Fighting for Life

East Yard Communities for Environmental Justice – 2317 Atlantic Blvd. Commerce, CA. 90040

Tribal Cultural Resources

- The EIR must ensure consultation with tribal leaders prior to disturbing the land. Tribal leaders are often overwhelmed by the amount of projects they must consult on and therefore, not hearing from them does not passively justify development without tribal consultation and approval.



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Director

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September 17, 2019

Mr. Joseph Palombi
City of Commerce Public Works and Development Services Department
2535 Commerce Way
Commerce CA 90040
jpalombi@ci.commerce.ca.us

SUBJECT: RESPONSE TO THE NOTICE OF PREPARATION (NOP) FOR THE MODELO PROJECT AT THE GAGE AVENUE DUMP (SOLID WASTE INFORMATION SYSTEM [SWIS]# 19-AA-5543)

Mr. Palombi,

The Los Angeles County Department of Public Health's Solid Waste Management Program, acting as the Local Enforcement Agency (LEA), thanks you for the opportunity to comment on the Modelo Project NOP and Initial Study.

This project involves the reconstruction of Veterans Memorial Park and an adjacent vacant parcel into a mixed-use development, including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses.

In Section 2.5 of the Initial Study it is stated that the remediation of the Project site involves "the excavation and removal of all former landfill debris and contaminated soils...". This process is to be in compliance with a Remedial Action Plan (RAP) approved by the Los Angeles Regional Water Quality Control Board. Please provide our office with a copy of the expanded RAP.

Gage Avenue (91-AA-5543)

September 17, 2019

Page 2

The removal of all landfill debris would satisfy the requirements of the LEA. Should any changes be made that would result in less than complete landfill debris removal, be advised that a separate Workplan, in compliance with 27 California Code of Regulations (CCR) Section 21190, would need to be submitted for approval by the LEA prior to any disturbance of the landfill cover.

Sincerely,



P. Christine Urbach, MPH REHS
Environmental Health Specialist III
Permitting and Surveillance

Cc: Dee Hanson-Lugo, Chief of Permitting and Surveillance

Dawn Liang, CalRecycle

Gina Fee, EHS III

CA Regional Water Quality Control Board, LA Region

Charlie Tupac, AQMD



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September 17, 2019

Mr. Joseph Palombi
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RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Modelo Project [SCAG NO. IGR9991]

Dear Mr. Palombi,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Modelo Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Modelo Project in Los Angeles County. The proposed project consists of constructing a new mixed-use development on a 17.32-acre project site. This proposed mixed-use development would include public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses such as a Cineplex, restaurants, and a gaming/bowling/family venue.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
MODELO PROJECT [SCAG NO. IGR9991]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
*SCAG does not yet have an agreed-upon security performance measure.	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scaq.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Commerce Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	13,000	13,400	13,500
Households	6,458,000	7,325,000	7,412,300	3,400	3,500	3,600
Employment	8,414,000	9,441,000	9,871,500	46,900	48,200	49,100

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

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a California Way of Life.*

September 17, 2019

Joseph Palombi
City of Commerce
2535 Commerce Way
Commerce, CA 90040

RE: Modelo Project
Notice of Preparation of a Draft
Environmental Impact Report (NOP)
SCH# 2019080312
GTS# 07-LA-2019-02771
Vic. LA – 5/ PM 9.665

Dear Mr. Palombi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project calls for the construction of a mixed-use development including park and open space, residential, commercial uses, and related amenities. The Project involves reconstruction of Veterans Memorial Park and an adjacent vacant parcel into a mixed-use development, including public community uses, 825 residential units, and approximately 165,000 square feet of entertainment retail uses. Additionally, due to the previous use of the Project site as a landfill, the Project involves remediation to allow for safe implementation of the Project. The Project proposes to revitalize Veterans Memorial Park with new structures, a playground, a soccer and baseball youth sports complex, a library, a grass-stepped amphitheater, and additional outdoor green space. The City of Commerce is the Lead Agency under the California Environmental Quality Act (CEQA).

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

The nearest State facilities to the proposed project are Interstate 5 (I-5), Interstate 710 (I-710), and Interstate 605 (I-605). After reviewing the NOP, Caltrans has the following comments:

An encroachment permit will be required for any project work proposed or in the vicinity of the Caltrans Right of Way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility (I-5) will be subject to additional review by the Office of Permits prior to issuance of the permit. APN 6357-018-005 is parcel closest to Caltrans Right of Way. Please refer to RW Maps F-2006-3/4 for further clarification.

The project plans to provide an increase in bicycle and pedestrian friendly accommodations, while adding mobility alternatives. The NOP mentions the following additions:

- Commerce Bus Line stop at Veterans Park on the eastern portion of the Project site
- Connection from the Commerce Bus Line to the proposed Washington Boulevard Metro Gold Line Extension, at Washington Boulevard and Rosemead Boulevard in the City of Pico Rivera
- Enhancement of the existing bus stops at Slauson Avenue and Gage Avenue through additional shade, seating, and signage
- Adding bicycle parking for visitors and residents; and encouraging bicycle path traffic from the Rio Hondo Bike Path to use the new Veterans Park amenities, as well as the proposed entertainment retail uses

Caltrans seeks to promote safe, accessible multimodal transportation. As such Caltrans supports the previously mentioned multi-modal improvements. In addition to those mentioned, the Lead Agency may wish to consider implementing other measures that reduce vehicle speeds. The reduction of vehicle speed benefits pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Caltrans encourages projects of this nature that create high quality bicycle and pedestrian accessibility and transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in Caltrans' 2040 Transportation Plan, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

Due to the size and scope of the project and its proximity to I-5, I-710, and I-605 Caltrans requests that the following concerns be addressed in the Traffic Impact Study (TIS) for the EIR:

- Additional traffic generated by this project may have an adverse impact to the State facilities, potentially backing traffic onto the mainline (queueing) creating Traffic Safety Conflicts. A queueing analysis should be completed.
- Potential Transportation Impact Analysis should include, but not be limited to, on- and off-ramps and affected intersections (left- and/or right-turn queue), in the project vicinity. The TIS should include the State facilities within the study area: I-5, I-710, and I-605.
 - We suggest the TIS Report include an analysis of all I-5 on- and off-ramps from the intersection of I-5/I-710 to I-5/I-605, as well as, interchanges at I-710/ Florence Ave and I-605/ Slauson Ave.

The TIS should discuss the results of intersection, freeway, and interchange/ramp performance analyses at the above locations. Caltrans recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting all operational and conflict analyses on State highway facilities. Specifically, queuing analyses based on the HCM queuing methodology are required for any Caltrans' off-ramps that would be potentially significantly impacted by the project. Also, when the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

The Tenth Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

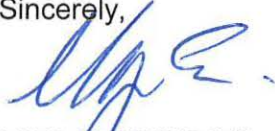
When performing the Traffic Study, please also include truck(s) when conducting counts to collect traffic movement volume. Trucks hauling excavated materials and debris, transportation of construction equipment, the delivery of construction materials, and construction workers coming to and from the project location might increase traffic at the aforementioned interchanges and could impact their operation and safety. Therefore, during construction, the hauling/equipment trucks should be operated strategically and use alternative routes to keep the freeway operation system working effectively. If construction traffic is expected to cause delays on any State facilities, please submit the Work Area Traffic Control Plan detailing these delays, as well as information on a Truck Haul Route Program, for Caltrans' review.

Furthermore, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If the generated trips are significantly impacting these interchanges, mitigation measures must be studied and recommended. Mitigation must consider pedestrian and bicycle traffic as it is applicable. Fair Share Contribution toward future or previously determined projects is a form of mitigation.

We look forward to reviewing this project's future Draft EIR and will provide additional comments at that time, if warranted. In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02771.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse



COUNTY OF LOS ANGELES FIRE DEPARTMENT

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FIFTH DISTRICT

September 17, 2019

Joseph Palombi, Planner
City of Commerce
Planning Department
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Palombi:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "MODELO PROJECT," PROPOSES THE CONSTRUCTION OF A MIXED-USE DEVELOPMENT INCLUDING PARK AND OPEN SPACE, RESIDENTIAL, COMMERCIAL USES, AND RELATED AMENITIES, THE PROJECT INVOLVES RECONSTRUCTION OF VETERANS MEMORIAL PARK AND AN ADJACENT VACANT PARCEL INTO A MIXED-USE DEVELOPMENT, INCLUDING PUBLIC COMMUNITY USES, 825 RESIDENTIAL UNITS, AND APPROXIMATELY 165,000 SQUARE FEET OF ENTERTAINMENT RETAIL USES, LOCATED AT 7316 GAGE AVENUE AND 6364 ZINDELL AVENUE, COMMERCE FFER 2019004953

The Notice of Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the draft EIR analysis.

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

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WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

LAND DEVELOPMENT UNIT:

1. The proposed development does not appear to meet the access requirements as provided in the County of Los Angeles Fire Code. Additional Fire Department review is required.
 - a) Submit detailed drawings clearly depicting the width of the proposed fire lane (shade or cross hatch and dimension the width).
 - b) Provide on the site plan the construction type and square footage per structure (not per product type).
 - c) Provide on the site plan all existing fire hydrants within 300 feet of the lot frontage.
 - d) Provide architectural elevations.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and fire hydrants.
3. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.
4. Buildings and facilities. Approved Fire Apparatus Access Roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The Fire Apparatus Access Road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
2017 County of Los Angeles Fire Code Section 503 Section and 503.1.1.
5. Structures greater than 30 feet in height: Provide a minimum unobstructed width of 28 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance "clear o sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of

the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial Fire Apparatus Access Road is positioned shall be approved by the fire code official. Fire Code 503.1.1 and 503.2.2. Cross hatch the Fire Department vehicular access on the site plan and clearly depict the required width.

6. Fire Apparatus Access Roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance clear to the sky. County of Los Angeles Fire Code Section 503.2.1.
7. NON-RESIDENTIAL ACCESS WIDTHS-Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) Provide 34 feet in-width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
 - b) Provide 42 feet in-width, when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
8. The proposed project shall comply with the County of Los Angeles Fire Code Appendix D. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572mm) and a maximum of 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial Fire Apparatus Access Road is positioned shall be approved by the fire code official. D105.3 Proximity to building.
9. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

10. A minimum 5-foot wide approved firefighter access walkway leading from the Fire Apparatus Access Road to the building's exterior openings shall be provided for fire-fighting and rescue purposes. Fire Code 504.1.
11. Dead-end Fire Apparatus Access Roads in excess of 150 feet in-length shall be provided with a Fire Department approved turnaround. Fire Code 503.2.5.
12. All access devices and gates shall meet the following requirements:
 - a) Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.
 - e) Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.
13. Fire Department vehicular access roads shall provide a 32-foot centerline turning radius. Fire Code 503.2.4. Indicate the centerline, inside, and outside turning radii for each change in direction on the site plan.
14. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation. The traffic circles shown on the exhibit in the EIR submittal indicates landscaping in the center of the traffic circles. The traffic circles shall have no obstructions within the perimeter of the center median.
15. The County of Los Angeles Fire Department Land Development Unit's comments are only general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.
16. The development may require fire flows up to 4,000 gpm at 20 pounds psi residual pressure for up to a four hour duration. Actual fire flows will be determined utilizing the County of Los Angeles Fire Code Appendix B, Table B, 105.1.

17. All required fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze conforming to current AWWA standard C503 or approved equal and shall be installed in accordance with the County of Los Angeles Fire Code.
18. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in-length, when serving land zoned for commercial use.
19. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
20. Notify the County of Los Angeles Fire Department's Battalion 3 Headquarters at (323)721-4140 at least 3 days in advance of any street closures that may affect fire/paramedic responses in the area.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department - Land Development Unit, Inspector Nancy Rodeheffer at (323) 890-4243.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak

Joseph Palombi, Planner
September 17, 2019
Page 6

genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Joseph Brunet at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department advises that the Cal-EPA Los Angeles Regional Water Quality Control Board has an open environmental remediation case on the project site as of 6/18/2019. HHMD has no additional comments at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac



City of
BELL GARDENS

7100 Garfield Avenue • Bell Gardens, CA 90201 • 562-806-7700 • www.bellgardens.org

September 23, 2019

Joseph Palombi
3535 Commerce Way
Commerce CA 90040

Sent Via Email: jpalombi@ci.commerce.ca.us

**Re: Notice of Preparation of Draft Environmental Impact Report and Public
Scoping Meeting: Modelo Project City of Commerce**

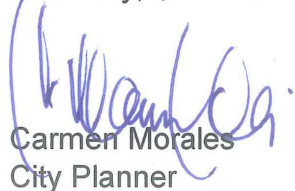
Dear Mr. Palombi,

Thank you for the opportunity to provide input on the preparation of the Environmental Impact Report (EIR) for the Modelo Project located at 7316 Gage Avenue and 6364 Zindell Avenue in the City of Commerce. It is our understanding that the project is comprised of 825 new residential dwelling units, approximately 165,000 square feet of commercial uses to include entertainment retail, a multi-screen Cineplex, restaurants and family gaming venues, relocation and renovation of a public park, and open space. The project site is comprised of approximately 17.32 acres located adjacent to the City of Bell Gardens.

It is anticipated that the project will result in an increased number of daily peak hour and non-peak hour trips traversing Gage Avenue through the City of Bell Gardens. At this time the City is requesting that the EIR include an analysis of the traffic impacts to all controlled and/or signalized intersections along Gage Avenue within the City of Bell Gardens between Eastern Avenue and Greenwood Avenue to identify all changes to existing levels of service to the intersections resulting from implementation of the project as well as all mitigation measures applied to the project to reduce these impacts to a less than significant level.

We look forward to reviewing the Draft EIR as soon as it is available. Please feel free to contact me with any questions.

Sincerely,



Carmen Morales
City Planner

C: Steve Forster, Infrastructure Engineers

Meeting Sign-In Sheet

Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
ABELARDO D. RODRIGUEZ	RESIDENT	6972 AGRA ST	Commerce, 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
JAIM-Valencia	"	7147E Gage	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
MARCO LOPEZ	NO RESIDENT	6314 1/2 KING A	BECC CA 90201	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Maurat Hernandez	Non Resident	1500 College View Apt #	Monterey Park 91754	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
Jorge Salas Ortiz	Resident/owner	7155 1/2 Watcher St	Commerce, 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Nelly Viteri	Resident	6905 E. Gage Ave	Commerce, CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
MOGUEL IBARRA	Resident	7211 PASO DEL RIO	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Mina Rodriguez	Resident	1511 S Moberg Ave	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Carl Baker	"	4870 Astor Ave	Commerce Ca. 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
MAP Batista	Resident	6355 Avenida Aguirre	Commerce, CA 90040	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Consandra Batista	Resident	" " "	" " "	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Marcos Enriquez	Resident	13538 Mulberg Dr, whitman	Commerce, CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Sandie Meza	Resident	5908 Jillson St	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Julio Ruche	Res	5921 Greennock	Comm	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Evelia castro	Resident	7011 1/2 Watcher st	commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Amalia Aguilar	Resident	3512 Todd AVE. Commerce CA		Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Martha Virgen	Resident	7033 Watcher st	Commerce CA	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>

Came

Meeting Sign-In Sheet

Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
Liliana Magaña	Resident	5908 Ferguson Drive	Commerce ca 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Cynthia Venegas	Resident	7041 Lanto St.	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Israel Venegas	Resident	2041 Lanto st	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Santiago Meza	Resident	7180 Kuhl Drive	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Mari Mari	Resident	7162 Kuhl Dr.	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Denise Romero	Non-Resident	9526 Peichling Ln	Pico Rivera CA 90660	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
Carolina Guerrero	Non Resident	9659 Honebrook St	Pico Rivera CA 90660	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
Helen Gonzalez	Resident	5750 Baehmst St.	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Juan M. Sanchez	Resident	6477 Via Verde	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Victor Nunez, Jr.	Resident	7138 Kuhl Drive	Commerce, CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Ivana Aguilar	Resident	6947 Agua St	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
MARY CHAVEZ	Resident	6359 Avenida Aguascal	Commerce CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Ali DeLa Mota	Resident	7108 Kuhl Dr	Commerce CA	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Lia Lozano	Resident	7118 Watcher St	Commerce, CA	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Raquel Lozano	Resident	7118 Watcher St.	Commerce, Ca.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Sofia Lozano	Resident	7118 Watcher St	Comm	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Yadira Rocha	Resident	5921 Greenwood	Comm.	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

Meeting Sign-In Sheet

Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
Johnato Peraza	Planning Commissioner	5005 Astor Ave.	Commerce, CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Bethel Zavala	Park & Rec Commissioner	2000 Wilma Ave	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Cesar Marquez	Resident	7033 Wadsworth St	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Evelyn Serrano	Resident	2134 Fitzgerald Rd	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
SELINA MONTES	Resident	2310 BEDDESSEN AVE	Commerce 90040	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
SANTIAGO MONTES	"	"	"	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Mary Delgado	Resident	5115 Everington St.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Charles Delgado	Resident	"	"	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
Ana Alcaraz	Resident	7125 Gage Av #P	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Reymundo Venegas	Resident	7047 Lanto St.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Monica Buenrostro	Resident	3512 Volmer Ave.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Vivette Garcia	Resident	6335 Pacific Dr.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Erika Burgos	Resident	6714 Lanto St.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Antonio Bello	Resident	562 Y80 7537	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Paz Gonzalez	✓	7167 Kuhl Dr.	✓	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Siannah Bello	Resident	5913 Greenwood Ave	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Nayeli Aguirre	Resident	7194 Kuhl Dr.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>

Meeting Sign-In Sheet

Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
Evelyn Nino	Asm. Cristina Garcia	8255 Firestone Blvd SF. 203	Panney, CA 90041	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Lee Allison	RESIDENT	7131 E. GAGE ST	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Ernesto Gonzalez	Resident	6013 Bartmus St.	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Joseph Dominguez	Resident	7607 Keenah St	Commerce 90040	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
RICHARD HERNANDEZ	RESIDENT	5050 NOBEL ST	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Irene	GONZALEZ	7154 Kuhl	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Fernando	GONZALEZ	— — — —	— — — —	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Carla Maldonado	Resident	5455 Pueblo Ct	Commerce 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Claudia Ramirez	Resident	555 Fidelia Ave	Commerce, CA 90040	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Myrna Escobar	Resident	5406 Pueblo Ct	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Randi Villalobos	Resident	2228 Courts Ave	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Eduardo V.	Resident	5008 Nobel St	Commerce	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
Raul Glende	SENIORS COMMUNITOVER	8955 AGRA ST	Commerce	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
JOHN EVELYN	Gov Applied Tech	1237 E GAGE	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Brayan Martinez	Resident	5913 Greenwood Ave	Commerce	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
Susana Garcia	"	5913 Greenwood	Commerce	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Regelia Martinez	"	"	"	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

Meeting Sign-In Sheet

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Meeting Sign-In Sheet

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Meeting Sign-In Sheet

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Meeting Sign-In Sheet

[illegible]

[illegible]

Comment Form

Name:

MARK CHAVEZ

Agency/Organization:

Address:

6359 AVENIDA AGUASCALIENTES

City, State, Zip Code:

Commerce, CA 90040

Phone (optional):

(323) 201-1016

E-mail (optional):

MARKCHAVEZ1@MSN.COM

Comments:

HEALTH CONCERNS:

1 - WHAT SAFEGUARDS WILL BE IMPLEMENTED TO PROTECT RESIDENTS OF VISTA DEL RIO, COMMUNITY (WEST OF THE PROPERTY LINE OF THE PROPOSED PROJECT SITE): SUCH AS AIR POLLUTANTS AND CONTAMINANTS DURING DEMOLITION, EXCAVATION AND REMOVAL OF HAZARDOUS MATERIALS FROM SITE (LANDFILL). INSTALLATION OF AIR QUALITY PROBES TO MEASURE ELEVATED LEVELS OF VOCs AND EMISSIONS ARE REQUIRED.

2 - WHAT SAFEGUARDS WILL BE PUT IN PLACE TO ENSURE THE AIR QUALITY IS CONSISTENT AND SAFE DURING DELIVERY OF PROJECT. THE EXPECTATION OF AIR QUALITY AND NOISE BEFORE AND AFTER DELIVERY OF THE PROPOSED PROJECT SHOULD BE LIKE-FOR-LIKE.

Comments (continued)

BASE LINE AIR QUALITY MEASUREMENTS SHOULD BE PRODUCED BEFORE AND AFTER TO ENSURE NO DEVIATION OF AIR QUALITY DURING AND AFTER DELIVERY OF PROPOSED PROJECT.

~~WE~~ WE WANT LIKE - FOR LIKE ~~WE~~

3 - WHAT MEASURES WILL BE PUT IN PLACE TO CONTROL LEVELS OF CONSTRUCTION / GROUND BORNE VIBRATION NOISE FROM BECOMING A BURDEN / NUISANCE TO THE RESIDENTS OF VISTA DEL RIO HOUSING COMMUNITY.

4 - WHAT SAFEGUARDS WILL BE PUT IN PLACE TO PROTECT RESIDENTS OF VISTA DEL RIO COMMUNITY FROM PROPERTY DAMAGE AS A RESULT OF EXCAVATION AND CONSTRUCTION. COMPENSATION ~~BE~~ FOR THE ANTICIPATED NON USE OF DWELLINGS, BACKYARDS DURING DEMOLITION, EXCAVATION AND REMOVAL OF MATERIALS / DEBRIS FROM WORKSITE.

5 - CONGESTION IMPACT THAT INCLUDES, BUT NOT LIMITED TO, CONSTRUCTION TRAFFIC, CLOSURE OF ROADWAYS, INGRESS / ~~EGRESS~~ EGRESS ACCESS TO VISTA DEL RIO COMMUNITY VIA GAGE AVENUE, LAKSON AVENUE, TELEGRAPH ROAD AND GREENWOOD.

Please fold in thirds

Please tape it closed, affix a stamp, and mail. Thank you!

Affix
Stamp

September 12, 2019

City of Commerce

Joseph Palombi and Ms. Gina Nila, Deputy Director of Public Works Operations

2535 Commerce Way

Commerce, CA 90040

Mark Chavez

6359 Avenida Aguascalientes

Commerce, CA 90040

**Re: Comments for the proposed Modelo Project –
Environmental impacts to all adjacent properties and Residents of the Vista Del Rio community.
Environmental issues, Health concerns, Air quality, Noise pollution and Housing, Public Services,
Recreation, transportation, Greenhouse Gas Emissions, Hazards, and Hazardous Materials.**

Attention: Mr. Joseph Palombi,

The *Modelo* Project proposed by Comstock Realty Partners, LLC, will cause substantial adverse changes to our knit-tight Vista del Rio Community. Our home is directly behind the Veteran's Park and living next to the "only" local park that caters to many residents in the area, Veteran's Park, has offered my family and myself the opportunity to experience and enjoy a healthier and unusual peaceful life.

The amount of environmental noise the *Modelo* Project will generate during excavation of the land adjacent to our backyard and construction will interfere with our daily backyard activities and will also negatively impact our health and quality of life. How will you and the City of Commerce protect us against this massive inconvenience and health threat?

The City of Commerce is not taking into account the potential harm and significant environmental health and safety risks that will prove to negatively impact the properties and residents in the surrounding areas. The City of Commerce is already considered the recipient of some of the region's worst pollution and a toxic hotspot.

By permitting the removal of the Veterans Park for the mix (park, residential/commercial) project, you are failing to fulfill the City's objective towards reducing pollution. What is "the City of Commerce Green Zones Policy" passed in November of 2013. You are failing to set out strategies and initiatives that invest in the community's well-being rather than fiscal profit. On a daily basis, the internal and external portions of the surrounding residences are covered with layers of dirt, dust and debris from the river bed. The extraction of hazardous waste from this landfill will expose my family and me to additional debris, landfill gas emissions and other contaminants that pose many health hazards.

The traffic impacts, street and road damage, dust, dirt, particulates, trash debris, air quality, health issues, property damage, and noise are many of the challenges the surrounding residents and businesses already suffer. The project clean up and construction traffic is estimated to last for several years.

Urbanize Los Angeles: Construction of the *Modelo* development is anticipated to occur in two phases, starting in May 2020 and terminating in April 2023.

How will you accommodate the additional heavy vehicles required for major construction activities and additional 1,800 commuting vehicles on the local roadways? Have you considered the total cost of additional local road upgrades due to this project?

Urbanize Los Angeles: Parking for 1,275 vehicles would be provided across the site, inclusive of 525 spaces reserved for commercial uses. The property would also be served by a new bus stop at Veterans Park and a direct connection to the Rio Hondo bike path.

Currently, Gage Avenue, Slauson Avenue and Telegraph Avenue are used as a throughway to reach the 5 freeway and surrounding Cities. The construction of 825 residential units will increase additional traffic congestion. Trucks and small vehicles are lined up at the intersection on Gage Avenue and Slauson Avenue, blocking access to Greenwood Avenue and Zindell Avenue, which hinders existing residents from reaching destinations outside the community and/or returning home.

I would like to extend an invitation for you to come and visit our Vista del Rio Community and our back yard, so you can experience the quietness and peaceful ambience.

Your consideration of these matters will be greatly appreciated.

Mark Chavez
(310) 658-7813

Google Maps 6359 Av. Aguascalientes



Imagery ©2019 Google, Map data ©2019, Map data ©2019 20 ft



NY House

6359 Av. Aguascalientes

Commerce, CA 90040



Directions



Save



Nearby



Send to your
phone



Share

XVCC+GX Commerce, California

Comment Form

Name:

Luis and Leana Urbina

Agency/Organization:

Address:

6357 Avenida Nevadacalientes.

City, State, Zip Code:

Commerce CA. 90040

Phone (optional):

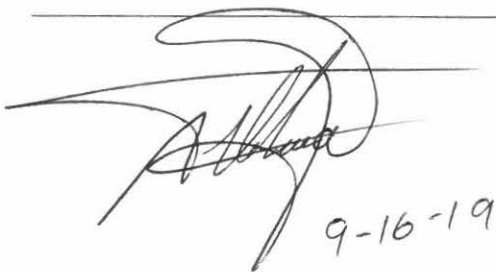
E-mail (optional):

Lurbina1212@hotmail.com

Comments:

We are too close to lost our peaceful and enjoyable tranquility of this community. There will be a lot of traffic on our streets. Air pollution during demolition and construction, wheel removal, handling of hazardous materials, property damage due to excavation and construction. Lost of property value due to excessive low income rental in this area.

How are we going to be compensated for all this inconvenience! ???



9-16-19



9-16-19.

